The China Weekly REVIEW

密勒氏評論報

A Weekly Newspaper Established in 1917

The Revolt of the Modern Girl

By Suing L. Hsia

A Wintry Trip on the Sungari

By J. B. Powell

The Problem of Manchuria

By Shingoro Takaishi

C. I. F. R. C. Replies to the Red Cross Report—Slaves of Labor at Mentoukou, by Maxwell S. Stewart—White Russian Relief in Hailar, by I. A. Cooklin—Hankow Labor in 1929, by Fang Fu-an—Book Reviews—Editorial Comment.

SATURDAY, NOVEMBER 23, 1929 VOLUME L NUMBER 12

FORTY CENTS A COPY

Insurance in the A.A.U. means a liberal policy, low cost and prompt settlement of claims.

17 The Bund American Asiatic Underwriters, Federal Inc., U.S.A. *Telephone 68244*

THE KIANGNAN DOCK & ENGINGEERING WORKS

SHANGHAI, CHINA.

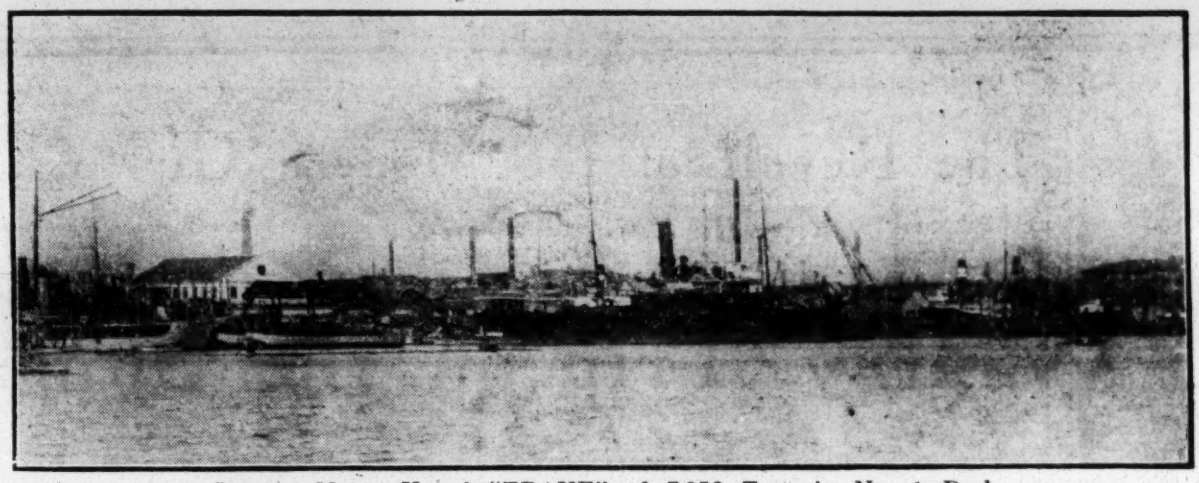
Established 1865

Shipbuilders, Engineers, Boilermakers, Repairers, Dry Dock Proprietors

A modern Plant With Up-to-date Appliances Electric, Pneumatic, Welding,Galvanizing

Call Flag
Berths for Building
Vessels of 10,000 tons
Dead Weight
Equipped With
Sheer Legs 75 ton Cap.
Floating Sheer
Legs.....40 ton Cap.
Cable Address:
"Sinodock" Shanghai

Telephone
61676, 61678, 61661
Buoys to afford mooring for FIVE Large Vessels
Dock No. 1
545 ft. x 62 ft. x 20 ft.
Dock No. 2
502 ft. x 61 ft. x 23 ft.



German Motor Vessel "TRAVE" of 7,956 Tons in No. 1 Dock

中國航空公司

CHINA NATIONAL AVIATION CORPORATION

(Incorporated by Special Charter of the National Government)

SHANGHAI-HANKOW AIR MAIL

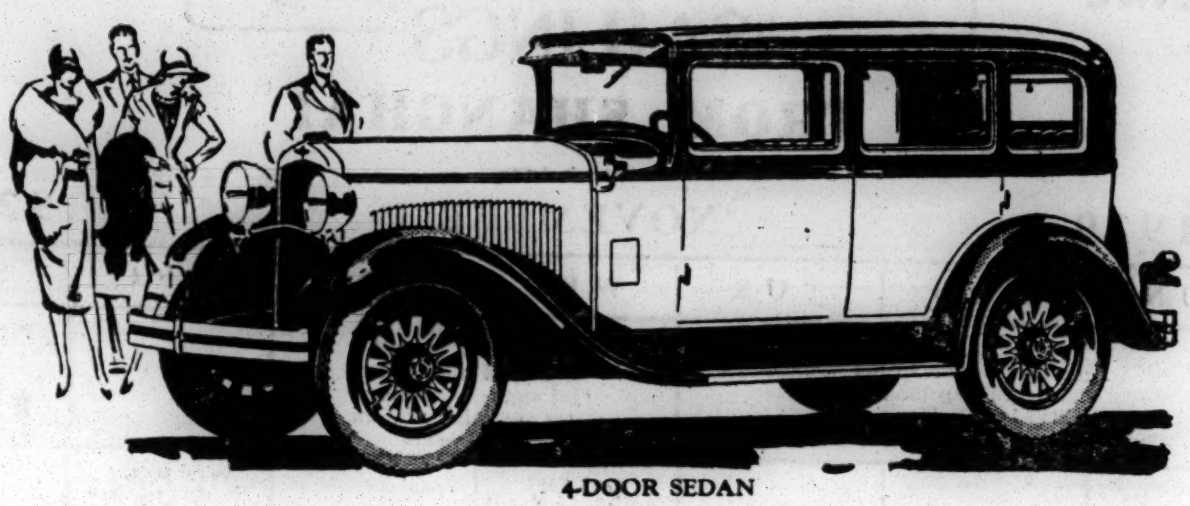
Passenger and Express Service

The following schedule is effective Monday, November 4, 1929.

WESTBOUND		EASTBOUND	
Lve. Shanghai	8:00 a.m.	Lve. Hankow	8:45 a.m.
Arr. Nanking	10:10 a.m.	Arr. Kiukiang	10:25 a.m.
Lve. „	10:30 a.m.	Lve. „	10:55 a.m.
Arr. Kiukiang	1:05 p.m.	Arr. Nanking	1:30 p.m.
Lve. „	1:35 p.m.	Lve. „	1:50 p.m.
Arr. Hankow	3:15 p.m.	Arr. Shanghai	4:00 p.m.

Latest type Loening Amphibian Airyacht used. Spacious accommodation for six passengers and two pilots. Planes capable of landing on land or water Fli hts follow River. For further information rates and bookings apply to China National Aviation Corporation offices as follows:

NANKING — Hsi Hwa Men, Sze Tiao Hsiang.
SHANGHAI — 112 Sassoon House.
KIUKIANG — Nanchuang-Kiukiang Railway Administration
HANKOW — Ping-Han Railway Building.



4-DOOR SEDAN

Self-evident value

Distributors will say to you, in all sincerity, that the new Dodge Brothers Six is the most extraordinary value that has ever borne the Dodge Brothers good name.

Owners will confirm this by calling it the smartest, safest, and easiest-riding car that ever sold for such little money.

But the most conclusive story will be told by the new Dodge Brothers Six itself—in terms of power, pick-up, speed and style!

NEW DODGE BROTHERS SIX

206

CHRYSLER MOTORS PRODUCT

Distributors in China:

China Motors, Fed. Inc., U.S.A., Shanghai.

South China Motor Car Co., Hongkong.

Frazar, Fed. Inc., U.S.A., Tientsin.

The L.E. Gale Co., Fed. Inc., U.S.A., Hankow.

XD-206

DOLLAR STEAMSHIP LINE

AMERICAN MAIL LINE

SAILINGS FROM SHANGHAI

1929 NOVEMBER 1929

SUN	MON	TUE	WED	THU	FRI	SAT
		American Grown Fruits and Green Vegetables Served at all Times	All Staterooms are OUTSIDE and all Equipped with beds, Hot and cold running water and other modern, improvements		1	PRES. JACKSON To H'kong, Manila, 2 PRES. MADISON To Seattle & Victoria via the Short Route
3	4	5 *	PRES. TAFT To H'kong & Manila 6	7 *	PRES. PIERCE To San Francisco 8 and Los Angeles via Honolulu	9
10	11	12	PRES. MONROE To H'kong & Manila 13 Europe, New York via Suez	14	15	PRES. MCKINLEY To H'kong & Manila 16 PRES. JACKSON To Seattle & Victoria via the Short Route
17	18	19	PRES. JEFFERSON To H'kong & Manila 20	21	PRES. TAFT To San Francisco 22 and Los Angeles via Honolulu	23
24	25	PRES. HAYES Direct Sailing From 26 H'kong To Honolulu San Francisco and Los Angeles	PRES. WILSON To H'kong and Manila 27 Europe, New York via Suez	28	29	PRES. GRANT To H'kong & Manila 30 PRES. MCKINLEY To Seattle & Victoria via the Short Route

1929 DECEMBER 1929

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	PRES. LINCOLN To H'kong and Manila 4	5	PRES. JEFFERSON To San Francisco 6 and Los Angeles via Honolulu	7
8	9	10	PRES. VAN BUREN To H'kong, Manila, 11 Europe, New York via Suez	12	13	PRES. CLEVELAND To H'kong & Manila 14 PRES. GRANT To Seattle and Victoria, B. C. via the Short Route
15	16	17	PRES MADISON To H'kong & Manila 18	19	PRES. LINCOLN To San Francisco 20 and Loss Angeles via Honolulu	21
22	23	24	PRES. GARFIELD To H'kong, Manila, 25 Europe, New York via Suez	26	27	PRES. PIERCE To H'kong & Manila 28 PRES. CLEVELAND To Seattle and Victoria, B. C. via the Short Route
29	30	31	American Grown Fruits and Green Vegetables Served at all Times		£120 and £112 special through fares To Europe via America	

密勒氏評論報

The China Weekly REVIEW

Formerly Millard's Review

中華郵政特准掛號認爲參之報紙

Registered at the Chinese Post Office as a Newspaper for transmission with special marks privileges in China

VOLUME L — SHANGHAI, CHINA, SATURDAY, NOVEMBER 23, 1929 — NUMBER 12

THE CHINA WEEKLY REVIEW

Formerly Millard's Review

Cable Address "REVIEWING SHANGHAI"

PUBLISHED AT NO. 4 AVENUE EDWARD VII, SHANGHAI, CHINA, BY MILLARD PUBLISHING COMPANY, INCORPORATED BY THE LAWS OF THE STATE OF DELAWARE, UNITED STATES OF AMERICA.

J. B. POWELL, Editor and Publisher
EDGAR SNOW, Assistant Editor
JOHN L. SCHENG, Advertising Manager

CONTRIBUTING EDITORS

GEO. W. MISSEMER C. Y. W. MENG
CHAS. A. DAILEY (Peking). SAMUEL H. CHANG (S'hai).
EVA CHANG (Nanking) P. T. CHEN B. Y. LEE
STEPHEN WANG (Tientsin) GERTRUDE BINDER

YEARLY SUBSCRIPTION, FIFTY-TWO ISSUES, TWELVE DOLLARS (CHINESE CURRENCY) IN ADVANCE, POSTAGE INCLUDED IN CHINA AND JAPAN. IN THE UNITED STATES AND FOREIGN COUNTRIES TEN DOLLARS U. S. CURRENCY. REMITTANCE FROM OTHER COUNTRIES THAN CHINA AND THE U. S. CAN BE MADE BY INTERNATIONAL MONEY ORDER. ENTERED AS SECOND-CLASS MATTER IN THE CHINESE POST OFFICE AT SHANGHAI IN MAY 1917.

Contents

Editorial Paragraphs
- The Provisional Court Conference 439
- Trump-Card in the Sino-Russian Deadlock 440
- Some Practices That Will Die With Extrality 442
- Government Faced With Triple War Threat 443

Special Articles
- C. I. F. R. C. Statement Contradicts Red Cross Report 445
- The Revolt of the Modern Girl ..... By Suing L. Hsia 447
- Nanking's Stupendous Task 448
- China and Motor Transport ..... By C. B. Haun 449
- China "Conferences" and U. S. "Contracts" ..... By Geo. W. Missemer 450
- Slaves of Labor at Mentoukou ..... By Maxwell S. Stewart 451
- A Wintery Trip on the Sungari to La Hu Su Su ..... By J. B. Powell 452
- The Opium Commission in Malaya 460
- White Russians Form Relief Association In Hailar ..... By J. A. Cooklin 461
- Hankow Labor in 1929 ..... By F. F. A. 462
- New Books of Interest in the Far East 463
- The Problem of Manchuria ..... By Shingoro Takaishi 464
- Men and Events 470
- From the Chinese Press 471
- Japanese News Reports on Chinese Situation 473
- What the Ships Carry between America and China v

COMMUNICATIONS PERTAINING TO SUBSCRIPTIONS OR ADVERTISING IN CHINA SHOULD BE ADDRESSED TO THE CHINA WEEKLY REVIEW AT 4 AVENUE EDWARD VII, SHANGHAI, CHINA. TELEPHONE CENTRAL 4741. CABLE ADDRESS "REVIEWING SHANGHAI."

AMERICAN OFFICE
WORLD WIDE NEWS ASSOCIATION
20 West 43rd Street New York City
Telephone: Longacre 4500 Cable Ad: Scholzem, N. Y.
PACIFIC COAST OFFICES (World Wide News Association)
William C. Lyon, L. C. Smith Bldg., Seattle
Orders for advertisements and subscriptions in the United States may be placed throught the above offices,
WASHINGTON BUREAU
J. J. Underwood—Correspondent
Colorado Building, Washington, D.C.

THE PROVISIONAL COURT CONFERENCE

THE conference for discussions relating to a revision of the status and modus operandi of the Shanghai Provisional Court, which was scheduled to convene at Nanking last Tuesday, has been postponed. The reason for this is not obscure: none of the Powers' delegates had arrived in the capital. This does not mean that the various interested governments ignored the request of China for such a conference; notes exchanged between Dr. Wang and Mr. W. J. Oudendijk, Dutch Minister, and Doyen (spokesman) for the foreign diplomatic corps, indicated that there was mutual recognition of the necessity for discussions looking toward a revision of the Court. In a telegram of Nov. 12 Mr. Oudendijk informed the Ministry of Foreign Affairs that Britain, France, America, Japan and Brazil were sending delegates to meet with the Chinese at Nanking. However, Mr. Oudendijk's telegram stated that Shanghai consular officials of the governments concerned would represent some of the Powers at the conference. As this was not in accordance with the original request from Dr. Wang, which asked for delegates appointed directly from the various legations, the Minister of Foreign Affairs dispatched a reply to the Doyen, in which the latter was reminded of this fact. Dr. Wang's reply is understood to have made it clear that the National Government did not consider the qualifications of the consular officials appointed sufficient to the task which was to be undertaken. Another objection was to the fact that it was assumed by Mr. Oudendijk that Japan was to have a voice in the conference. As the Sino-Japanese commercial treaty officially is regarded by China as having expired, the Ministry refuses to recognize the right of Japanese participation in problems relating to the Provisional Court—this despite the fact that locally Japanese are still accorded full privileges in the Court, with Japanese consuls sitting as deputies as though the old treaty were still in force, as indeed it officially is in the eyes of Japan. To Dr. Wang's reply to the Doyen's telegram, no response has been received, it being understood that the choice of delegates to the conference has now been referred to the home governments of the Powers.

Obviously why the National Government wishes to discuss the Provisional Court with delegates directly representative of the legations rather than merely local consular officials is for the

reason that the importance of the conference—theoretically, if not actually—would be minimized were this not so. The Provisional Court is regarded by the Chinese as one of the most unlovely of the hybrids of the extrality system. It is an integral part of the whole onerous problem. And it would be unwise for the National Government to consider placing it in any other category. So apparently what Dr. Wang is trying to establish is the understanding that this convention on the Provisional Court is to be regarded as the opening of discussions on the gradual relinquishment of extrality; discussions to which the Powers have agreed—without, however, having set a definite date for them. In keeping with the announced intention of the Ministry of Foreign Affairs to abolish extrality "in principle" before the end of the year, Dr. Wang apparently is urging the hands of the Powers, using this Provisional Court convention merely as an instrument toward the accomplishment of that purpose.

There are so many unsatisfactory features about the Provisional Court which seen to defy solution that it is gravely to be doubted if any real improvement will come as a result of the conference, when and if it is held. The idea of the Court has always been impracticable. The essential mechanism of it is almost fantastic. Where else has there ever been such an absurd situation as it represents, with the judiciary of one country attempting to render justice in a community the law-enforcing body of which is dominated by the nationals of a remotely alien country? It would seem to be quite obvious that such a system could never work to the satisfaction of either party concerned. Certainly it would require an ideal type of cooperation which can never be hoped for between the British controlled police department of Shanghai and any responsible Chinese judge. Even were the Chinese to succeed at this conference in securing full control of the Court—which is extremely improbable—and in its place establish a purely Chinese local court, the fundamental arrangement would not be materially altered. Unless, of course, the Municipal Council were to agree to the organization of a Chinese police department in the Settlement, which inevitably would mean the end of extrality. Thus it is seen that the two matters—extrality and the Shanghai Provisional Court—are problems the solutions of which are inextricably interlaced.

However, while it requires the most exuberant naivete to hope for any better scheme of operation to evolve from a conference on the Provisional Court while extrality is operative, there undoubtedly are details the correction of which could spare both Chinese and foreigners some of the more embarassing scenes of the Court. For instance, if the system of deputy representation of foreign governments is to be retained—and there is much reason to believe it will be—there should be a new clause inserted, requiring that these men be fully qualified for their jobs. If it is not possible to secure consuls who have had a training in law, there are a number of competent local lawyers who could be obtained to sit in the Court in the capacity of deputies, representing the countries of which they are citizens—or subjects, as the case may be. This at least might succeed in avoiding such ludicrous outbursts as the public frequently has been treated to by such legally unlearned individuals as Mr. Van den Berg—whose most consummately ridiculous speech, made in comment upon the judgment rendered in the Pick case, remains a morsel seldom surpassed for sublime stupidity.

Trump-Card in the Sino-Russian Deadlock

THAT the Japanese hold the trump-card in the present Sino-Russian deadlock over the control of the Chinese Eastern Railway has generally been realized since the beginning of the trouble last summer, but only recently has the real power of the Japanese through their control of the South Manchuria Railway been fully realized. In order to understand this phase of the triangular conflict in Manchuria, an inspection of the railway map of this area must be made. A glance at the map will show that the products of North Manchuria may be shipped out to the sea over two main routes, one through the Russian port of Vladivostok and the other through the Japanese-controlled port of Dairen. The route to Vladivostok leads over the Russian Ussuri Railway and the route to Dairen leads over the Japanese government-owned South Manchuria Railway. There is one other round-about-way over the new Chinese railways which extend southward from Tsitsihar, paralleling the South Manchuria line and tapping the Chinese controlled Peking-Mukden line at Tahushan, eastward of Mukden, but this offers little relief at the present because the Chinese lines are longer, not well coordinated and the Chinese have no port of any consequence south of Vladivostok except Tientsin. Since the Russian Port of Vladivostok has been closed to Chinese shipments since the beginning of the Sino-Russian trouble, it has been necessary for the Chinese to ship all of their North Manchurian products southward over the Japanese South Manchuria Railway, which means re-loading of all cargoes at the town of Changchun where the *broad-gauge* Chinese Eastern Railway joins the *standard-gauge* South Manchuria line. Under normal conditions the ports of Dairen and Vladivostok are competitors with the Russians enjoying an advantage because the Russian Ussuri line has the same gauge as the C. E. R. which makes it possible to send car-load lots of merchandise from North Manchuria directly to the wharf at Vladivostok without trans-shipment. Also with the Russians in control of the C. E. R. they naturally favored their own port of Vladivostok in the matter of freight rates so that Vladivostok received most of both the in-coming and outgoing cargoes.

In order to meet the competition of Vladivostok, under normal conditions, the Japanese were accustomed to giving reduced rates under a complicated system of rebates which date back to a conference between the Chinese and Japanese authorities at Changchun in 1922. According to a report appearing in the Harbin *Zarya* (Russian paper) on Nov. 6, in order to attract additional

freight to the southern branch of the C. E. R. and the South Manchuria line, the Changchun Tariff Conference of 1922 had agreed upon a combination of efforts whereby the rates of the C.E.R. line from Harbin to Changchun were lowered, in return for which the Japanese South Manchuria line agreed to rebate the C. E. R. some 6.4 Japanese *sz* per pood of all merchandise handled. This rebate netted the C. E. R. from two and a half to three million gold roubles annually. In August last summer, shortly following the Russian action in closing the port of Vladivostok, the Japanese authorities notified the Chinese authorities of the Chinese Eastern Railway that beginning with November 10 the Japanese would cease paying the Chinese the rebate which had been paid regularly for seven years. This move of the Japanese was protested by the Chinese authorities and a lengthy correspondence ensued between the Chinese and Japanese railway authorities, but since the Japanese remained firm, the Chinese Eastern Railway was forced to increase its rates to make up for the loss of the previous rebate. This meant, of course, that the shipper would have to pay more for freight on his merchandise from North Manchuria to the sea, an important matter because in certain lines, such as bean-oil, the Japanese at Dairen compete with the Chinese producers at Harbin. It is said that an immediate result of this had been to force the closure of about half the Chinese bean-oil producing plants in Harbin, due to their inability to compete with the Japanese producers at Dairen. Previously, by shipping through Vladivostok, the Chinese at Harbin could compete with the Japanese plants at Dairen. Then, in addition to the matter of outward-going freight, the closure of Vladivostok has also precipitated trouble for the North Manchurian importer of foreign merchandise, it now being necessary to have everything shipped to Harbin through the Japanese port of Dairen and over the Japanese-owned S. M. R. line. Whether the charges are based on fact or are merely anti-Japanese propaganda is not known, but Chinese importers in North Manchuria make allegations of a most serious nature against the Japanese on the score of mis-handling of their merchandise at Dairen, one Chinese importer of machinery having charged the deliberate breakage or theft of products on the Dairen wharves. And in addition to the complications at Dairen, there is the further problem of trans-shipment at Changchun where the S. M. R. joins the C. E. R., said trans-shipment being necessary owing to the different gauges of the two lines.

Whether the Chinese and Japanese have been able to reach a new and satisfactory understanding over the rebate question which was scheduled for final discussion on November 10 is not known, but indications point to such an understanding, because it was stated that the Chinese had agreed to lift an embargo which they had placed on the shipment of wheat from North Manchuria, this embargo having been in effect for several months. The Chinese claimed that this embargo had been put into effect in order to prevent an increase in wheat prices in North Manchuria, but in neutral quarters in Harbin it was suspected that the Chinese had placed an embargo on wheat shipments to Dairen for the purpose of favoring their own mills in Harbin against the Japanese mills in Dairen and in Japan proper and also for the purpose of bringing pressure on the South Manchuria Railway over the rebate question. According to the *Manchuria Daily News* (organ of the S. M. R. published by the Japanese in Dairen) for Nov. 7, a provisional agreement was signed by the Chinese and Japanese authorities in Dairen on October 28, which was alleged to have settled various outstanding questions, particularly the difficult matter of trans-shipment of cargoes at Changchun. It was stated that the Chinese and Japanese had agreed to form a sort of joint commission which will function at Changchun for the purpose of facilitating the matter of trans-shipment of cargoes. The Chinese had insisted that the number of Chinese laborers engaged in the work of trans-shipment should be maintained at 2,000; that the working hours should extend from 5 o'clock in the morning to 11 o'clock at night; the time for transferring cargoes from one railway line to the other should be limited to four hours, etc. Furthermore the Japanese were said to have agreed to provide additional storage facilities at Changchun for merchandise which could not be handled immediately and on the Chinese side the C. E. R. authorities are said to have decided immediately upon the lengthening of all railway sidings in order to accommodate longer trains. As a result of recommendations of a Chinese railway commission from Nanking which visited Harbin last summer, the C. E. R. had been able greatly to facilitate the handling of merchandise by lengthening their trains and using two or three locomotives on each train, where one only had been used when the Russians were in control. Even with these new arrangements for handling freight, it is still considered doubtful in Harbin whether the Japanese South Manchuria line can handle all the freight which originates in North-Manchuria along the Chinese Eastern line. According to Mr. Fan Chi-kuan, general manager of the Chinese Eastern Railway, the C. E. R. under the new arrangement for handling cargoes, is able to deliver 16,500 tons of merchandise every twenty-four hours at Changchun, but according to figures supplied by the Japanese authorities of the South Manchuria line the S. M. R. can only handle a total of 11,900 tons in the same period of time. This means an accumulation of 4,600 tons daily at Changchun during the busy season, which apparently will have to be stored until the "slack" season will enable the S. M. R. to move the merchandise.

Very few of these details pertaining to freight rates and rebates, tonnage, and so on, are understood by the average newspaper reader, but it is here that the real question of the controversy between the Chinese and Russians over the Chinese Eastern Railway will be settled. As stated in the opening paragraph of this discussion, the Japanese, through their control of Dairen and their South Manchuria Railway, hold the "trump-card" because, with Vladivostok closed the Japanese have an almost complete monopoly of all shipments out of or into China's Three Eastern Provinces, Fengtien, Kirin and Heilungkiang. They actually control the "neck of the bottle" and have it in their power to make or break the Chinese on the whole question of the Chinese Eastern Rail-

way controversy. A slight increase in freight rates on the S. M. R. can easily cause bankruptcy to Chinese interests in North Manchuria and since Chinese officialdom in Manchuria, both North and South, is as extensively interested in business and banking as it is interested in "governing" it is easy to understand how the Japanese are able to bring pressure on either the Russian or Chinese side in the present controversy. This offers opportunities for political "trading" and "high-diplomacy" which is the direct cause of rumors which constantly are being circulated that "Japan and Russia have combined against China," or that "Japan and China have combined against Russia," an obviously dangerous situation from the standpoint of peace in the Far East and the world generally. Then from the standpoint of the Japanese, they constantly allege the fear of a Sino-Russian understanding or "alliance" that might prove disastrous to Japanese interests in South Manchuria, which in turn is responsible for the Japanese claim that they must maintain and strengthen their position due to China's inability to prevent Russian aggression in North Manchuria. All of these elements combine to make the so-called Manchurian Question a "devil's own game" of international politics which apparently will continue until the Chinese are sufficiently strong in a military and economic sense to kick everybody out and control their own household!

SOME PRACTICES THAT WILL DIE WITH EXTRALITY

ALTHOUGH Stirling Fessenden, Director General of Shanghai, according to the *Osaka Mainichi*, stated during his recent visit to Japan when he attended the sessions of the Institute of Pacific Relations that "Shanghai would go to hell, if extraterritoriality were abolished now," Dr. C. T. Wang, National Minister of Foreign Affairs is quoted by the *Kuo Min News* agency as saying at the weekly memorial service at Nanking November 18, "We should let it be known to the world that we are determined to see extraterritoriality in China abolished on January 1st of the coming year." Exactly what course events will take in this respect during the next few months no one seems to know, but, in any event the practical abolition of extraterritoriality is close enough at hand to warrant a serious consideration of the subject. Shanghai, as by far the most strongly entrenched foreign interest in China, is naturally the focal point in any consideration of the subject. In the beginning of the operation of a non-extrality status, certain foreign interests will undoubtedly find themselves at a disadvantage, but the great majority of those that will suffer are such as enjoy perquisites based on the special position they occupy by virtue of their extraterritorial rights.,A very small percentage of foreign firms engaged in straight (using the word in its best sense) business lines will experience any hardships.

Against the disadvantages of a non-extraterritorial regime there will be many great advantages. Under existing circumstances Shanghai suffers in a very marked degree in one particular respect. Shanghai is the only world port to-day which, considered from the political point of view, is "free." Any person without a country, any nondescript, any criminal not behind the bars, may start from the farthest point from Shanghai that any ship calling here touches at, and take passage to this port, secure in the confidence that he can land without his identity being demanded. At every other port where the ships from Europe or America touch no one may land without having a passport, and in most cases that passport must have a visa. Such was not the case before the European war, and it is somewhat of an anomaly that it should be the case more than a decade after a war that was supposed to be fought to make the world safe for democracy. But with the rest of the world enforcing such regulations, it is inevitable that Shanghai should be the converging point of undesirables from all parts of the world. As soon as China becomes master in its own house this state of affairs will undoubtedly speedily be remedied. Under existing circumstances China's hands are tied and the result is that Shanghai has a much larger proportion of undesirable residents than any other large city in the world.

As regards the economic side of the question it is a surprising fact when one examines the situation, in how many different lines some foreigner here is making a living merely because he is taking advantage of a situation based on the existence of extraterritoriality, and without giving any corresponding economic return to the country in which he is a guest. Quite apart from the natural indignation of the Chinese people against a system which is in derogation of their status as a civilized people, the really aggravating thing to them is that many foreigners have taken advantage of their special status to earn money in ways which those who were responsible for the initiation of extrality in the first place never contemplated. To catalog and explain the whole system would require the writing of a book, but one can mention a few of the more prominent examples.

It was never intended, for example, when extrality first came into force and Shanghai was set apart for foreign residence and trade, with Chinese excluded from residence, that foreigners should sell the protection of their flag to Chinese and allow Chinese to own land under a subterfuge. The result of this system today, however, is that by far the greater part of the land in Shanghai is owned by Chinese, but the real facts of the situation will never be known until the abolition of extraterritoriality will compel the opening of the books of land agents and lawyers, mostly British, in whose names these Chinese properties are registered. The estate and legal firms who specialize in this line of business will find their occupation gone as soon as extrality comes to an end. In connection with real estate in Shanghai the selling of foreign protection in some form or other has always been a very prominent factor. When a foreigner agrees, for a consideration, to register a Chinese property under a foreign flag he is selling foreign protection. When a foreign landlord earns a huge revenue from the renting out of Chinese houses he is taking advantage of the fact that Shanghai's peculiar status, the maintenance of which falls upon the taxpayers of countries abroad and not upon Shanghai, enables him to collect more rents than if that special status,

based on extrality, did not exist. It is an ironical fact that the largest landowners in Shanghai of this class although enjoying the protection of the British flag, are of Asiatic origin, and although they have become wealthy, largely through the instrument of extrality, they do not have to contribute a single cent to the maintenance of the land and naval forces which up until now have maintained that extraterritorial status, as they do not pay any income tax on their holdings in China. They have, however, the smug satisfaction of seeing full fledged Englishmen supporting them, on patriotic grounds, in their efforts to maintain extrality.

The principal British bank here has maintained its very considerable supremacy here largely through the huge cash reserve from Chinese sources which has flowed into its coffers, the depositors knowing full well that no matter how they may have amassed the fortune represented thereby, once it is locked behind the strong walls of a foreign bank with extraterritorial rights they can snap their fingers at the tax gatherers, or any other representatives of their own country. The attacks which are being made by the Chinese authorities upon the estate of the late Sheng Kung-pao, whom they claim secured much of his fortunes in ways that will not bear the light of investigation, are intensified by the fact that they know that much of his wealth has been hidden behind some foreign flag, either as money deposited in some foreign bank, or as land registered in some foreign name, or as stock in some of foreign-registered company.

By the operations of extraterritoriality Chinese coastwise shipping is largely in the hands of foreign companies. Part of this situation may be due to the lack of Chinese shipping experience and is also due to the ravages of civil war, but the situation as it is at present is the same as if the countries of Europe insisted on running ships for carrying cargo up and down the Atlantic coast of America during the years 1861-1865 simply because American shipping was disrupted by the Civil War. Frequently when one hears that some foreign flag has been fired on, say in the upper Yangtse, or in waters around Canton—a fact which is chronicled to the ends of the earth with the object of perpetuating a prejudice against the Chinese when one investigates the real facts the calling of the ship "foreign" is merely a euphemism. The ship in question is not foreign registered at all. The company which operates it is, however, foreign registered. In reality it is a Chinese company with a sprinkling, and a sprinkling only, of foreign participation sufficient to secure foreign registration. It is simply one more case where a foreign flag is being "sold," and as a result of the operation a group of Chinese is enabled to snap its fingers at the laws and tax gatherers of their own country.

There is one other very prominent example of how the operations of extrality have given protection to foreigners in a direction which the inauguration of extrality in a very decided degree did not contemplate—namely the operation of roulette wheels. It is a fact to be recorded, the significance of which has so far not been commented on, that this particular brand of gamblers had continued its operations successfully in this neighborhood for a quarter of a century, always under the aegis of extrality. Many were the attempts made during the intervening years to break up their "houses." But some loophole in the system of extrality always came to their aid until a few months ago when one more country's extrality was withdrawn, and a Chinese court was able to deal with the offenders.

No, the results of the withdrawal of extrality rights will not all be on the debtor side!

Government Faced With Triple War Threat

THE past week has seen a continuation of the civil warfare in Honan, with the flame spreading into northern Hupeh, and in addition there have been renewals of severe attacks on the Sino-Siberian border, as well as another eruption in the south, where the Kwangsi malcontents apparently have formed a coalition with the rebels of Chang Fah-kwei and the various wandering communist bands in Kwangsi, northern Kwangtung and southern Hunan.

News reached Shanghai on Monday that the Reds had begun a bombardment of Manchuli and Chalainor, utilizing artillery, cavalry and airplanes. The attacks appear to have continued, intermittently, till late Wednesday afternoon, and are among the fiercest that have yet been launched. Casualty totals are not definitely known, but on Wednesday it was reported that the Chinese losses had mounted to more than 300, while other agencies declared the Russian dead and wounded were in the hundreds.

The *Review's* special correspondent wired from Harbin on Monday as follows:

"A renewal of Manchurian warfare began yesterday morning at 2:30 when 22 Soviet planes flew over Chalainor, dropping bombs and destroying a number of buildings, including the railway station and offices of the coal mining company at that city. Simultaneously approximately 5,000 Soviet infantry and artillery invaded Manchuli resulting in warm fighting with the Chinese Defense forces, which was continuing this morning, according to latest reports received this afternoon.

"Soviet planes also appeared over Manchuli, dropping bombs and directing gunfire from the invaders. Fighting is reported extremely severe with Chinese dead totalling more than a hundred at Manchuli.

"Tracks of the Chinese Eastern Railway were blown up and one train was destroyed, below the town of Tsaikang. Chinese intelligence reports state that there has been a recent concentration of Soviet troops numbering 40,000 on the border at the eastern end of the Chinese Eastern Railway, across from the town of Suifenho. It is feared that new attacks will soon be launched from this direction. Chang Hsueh-liang is of the opinion that this is the inauguration of the Russian intensive drive for Harbin. It is believed the Soviet troops will occupy the railway as far south as possible and from new positions direct air raids on Harbin. However, the Young Marshal expresses his belief that Chinese defenses are sufficiently strong to withstand the Soviet's worst attacks and prevent penetrations across the border.

"It is reported that the loss sustained as a result of the recent raids in the Amur and Sungari regions from the Soviet troops and airplanes and navy has reached a total of more than $2,000,000."

On the following day it was learned that train No. 4, a passenger express which was en route from Manchuli

to Mukden, had been bombed by Russian planes on Sunday, and a number of the Chinese and White Russian passengers had been taken prisoner by some Soviet infantry that surrounded and looted the train following its destruction.

A message from the *Review's* correspondent on Tuesday had the following to add:

"Chinese and Russian passengers and crew of the Chinese Eastern Railway train No. 4, which was bombed Sunday by Soviet planes near Chalainor had been made prisoners by the Russian troops only about a dozen of the passengers escaping during the shelling of the train from Soviet artillery, which was subsequently carried out when the bombing ceased. The escaped included several Russians who managed to get to the station at Tsaikang, where they found some shelter, although that building was under fire at the time. The rest of the passengers. numbering about 100, are believed to have been carried across the border by the Russian invaders.

"It is reported that 5 cars of the train were completely destroyed, while a number of others were derailed. Nineteen miles of track between Hailar and Manchuli were wrecked and in addition the destruction of buildings of Chalainor has been considerable. Fighting temporarily ceased at Manchuli yesterday morning, but it is reported a small body of Soviet invaders has appeared at the border in the Panshuho Tsaomenchen sector. Government reinforcements have been rushed in this direction. Hailar is reported to be the subject of new air attacks from Soviet planes."

That fighting was renewed Tuesday afternoon was affirmed in a wire from the *Review's* correspondent on Wednesday, which was as follows:

"Chinese casualties have mounted to more than 300 as a result of recent clashes with Soviet troops at Manchuli and Chalainor which began Sunday afternoon and intermittently continued till yesterday afternoon, according to an official communique from the front. Damage to the Soviets is reported to be more than 500 casualties.

"Besides destroying railway stations at Manchuli and Tsaikang, as well as other buildings, it is learned that extensive coal mines at Chalainor were set afire and more than a hundred miners were trapped in the tunnel and are believed to have been killed when bombs caused cave-ins closing entrances and exits.

"Yesterday 20 Soviet planes flew over Suifenho and dropped bombs; also 5 planes bombed the town of Sochintze, not far from the eastern end of the Chinese Eastern Railway.

"Despite the furious assaults of the Soviet troops, the Chinese defenses are reported to have withstood the attackers both at Manchuli and Chalainor, although the first line Chinese trenches at Manchuli have been evacuated."

Mongolians In Red Army

Chang Hsueh-liang reported to Nanking on Wednesday that the Russians used large numbers of Mongolians in their Manchuli and Chalainor drives, the young Marshal declaring that they constituted more than half the 6,000 Reds participating in the invasions.

As this goes to press on Thursday night, a message from Harbin tells of the arrival there of some eyewitnesses of the murder of passengers and crew of the ill-fated train No. 4. It declares that women and children were slashed with swords, while others, taken prisoner, were roughly handled by the Bolshies. It continues:

"Telegraph and telephone communication with Manchuli has not been resumed, the service at present operating only to Tsaikang. The Manchuli radio, which has been broadcasting reports and communiques, is silent today and it is believed a Soviet bomb has demolished the station. In the Manchuli-Chalainor-Hailar sector strong winds and heavy snowstorms are reported, making operations of both Chinese and Soviet troops most difficult. Nevertheless Red artillery and bombing planes are reported to have made heavy attacks on both Manchuli and Chalainor. The coal mines at the latter are still burning with undiminished spread."

No official statement from Moscow in available in explanation of this last series of attacks. It is believed that they are being carried out with the same object in mind as that which inspired former raids: i. e., for the purpose of "bringing the Chinese to reason" in regard to the settlement of the controversy over the management of the Chinese Eastern Railway.

Nanking-Kuominchun War Scene Shifts to Hupeh

With the capture of Tengfeng and Linju, important cities in the vicinity of the western end of the Lunghai Railway in Honan early in the week, the Kuominchun are reported to have fallen back all along the front. While it is practically impossible to learn just how serious is the fighting which has taken place west of the Pinghan Railway, according to the bulletins issued by the government through the official *Kuo Min News* Agency there have been important engagements daily. The loyal troops are now said to be marching into Loyang, as indeed they have been supposed to be doing for the past month. Public skepticism naturally had deepened regarding the reported advances of the government troops, since until last week practically no change had occurred in the positions of the two lines. The impression has spread that the daily communiques relating to decisive battles in which government troops are invariably successful largely have been manufactured at the direction of Chiang Kai-shek in order to preserve the appearance of the announced offensive which was supposed to have begun on Oct. 31. Meanwhile, many are inclined to believe, the actual fighting which has taken place in Honan is negligible and aggressiveness on either side is infrequent, the delay in activity still being accounted for by the fact that Yen Hsi-shan has not yet made his position exactly clear and that neither the rebels or the Nanking forces are prepared to take the initiative till hopes are abandoned for averting the necessity of an extensive campaign, through the possible amicable offices of the Shansi governor in his traditional role as peace-maker.

However, there undoubtedly have been a few sharp clashes: the week's worst was confirmed as having occurred at Linju, although the number of troops involved, the number of rebels captured by the government forces, and the armaments enployed are all believed to have been greatly exaggerated. One report averred that 20,000 Kuominchun troops had been taken prisoner by the government forces; another stated that 35 government airplanes had participated in the battle, steadily dropping bombs over the enemy lines for many hours.

It was also claimed by the government that in the occupation of Tengfeng about 1,000 rebels were made prisoners, and that 4 field guns and approximately 800 rifles were seized.

Surrender of Sun Liang-chen

An interesting development of the week was the reported surrender of Sun Liang-chen, leading rebel general. A *Kuo Min* message announcing this declared:

"Confirmation of the previous reports concerning negotiations for the surrender to the Central Government by Sun Liang-chen, leading Kuominchun rebel commander, is received in a telegram to Mr. Chow Fu-hai, Director of the Political Training Department of the Commander-in-Chief's Headquarters at Hsuchang, which states that General Chiang Kai-shek has provisionally appointed the repentant Kuominchun leaders as Field Commander of the 6th Route Army to cooperate against the insurgents.

"The units under Sun Liang-chen are withdrawing from Loyang and its vicinity and will participate in the campaign against Sung Chih-yuan, the Acting Commander-in-Chief of the Kuominchun. It is also reported that Sun Liang-chen is expected to call on Chiang Kai-shek before assuming his new post."

Under what inducement the rebellious Sun decided to become "repentant" is not mentioned, although the public doubtless would find this more exciting than some of the daily communiques about unimportant villages being the object of new troop advances. Naturally the assumption must be that the reward was exceedingly tempting, as there has been no evidence in the past that Sun Liang-chen was favorably disposed toward Nanking and this turn of heart cannot be thought to have occurred without significant "understandings" having been reached with Chiang before the decision. If the report is to be credited, and for the present Sun has withdrawn his forces from active participation against the government troops, this may have considerable to do with the second arresting development of the week: the shifting of the war scene in the northwest to the Hupeh-Honan, Hupeh-Shensi border. In regard to this, *Rengo* reported on the 19th, as follows:

(*Continued on page 468*)

C. I. F. R. C. Statement Contradicts Red Cross Report

(Approved by the Executive Committee of the C.I.F.R.C.,)

The report of the American Red Cross delegation on its recent trip to China, now published in full in this country, includes certain statements of facts and conclusions as to famine relief needs, problems and policies which appear to the China International Famine Relief Commission to call for further consideration, in order more completely to clarify the famine situation in this country.

The Red Cross delegation's report makes it clear that the delegation is in agreement with the China International Famine Relief Commission that there has been and is severe destitution in China, though perhaps not completely as to the extent of that destitution.

There is agreement, too, on the point that both natural causes and politico-military disorganization have contributed to increase the severity of the destitution, though not fully as to the relative importance of these two factors.

On a third point, too, there is agreement—that the primary responsibility for dealing with the famine situation rests on the Chinese people and authorities.

In the preface which the headquarters of the American Red Cross added to the report of its delegation at the time this report was given out in the United States it is stated:

"That the destitution which prevails in the famine areas is the cumulative result of the chronic conditions of disorder, the crushing exactions of the war lords, the depredations of bandits, the enforced payment of confiscatory taxation and the crippling and consequent inability of the railroads to function beyond a fraction of their normal capacity—to these was added a severe drought which brought the whole to a tragic climax."

Disastrous Effects of Crop Failures

After enumerating various of the consequences of politica' disorganization which have contributed to the famine severity, the delegation's report states:

"When in a district which for months or years has suffered from one or more of the causes just enumerated, there occurs a season of partial or total crop failure, starvation quickly follows. The reserve stocks of food, the grain which should have been saved for planting, the draft animals, the necessary farm tools and implements have been taken away. The normal means of bringing in relief supplies have been destroyed or have always been totally inadequate. And so the population of the famine area is pushed below the starvation line and public benevolence is demanded."

In the final paragraph of its report the delegation says:

"The situation then embraces two problems, one of immediate relief for the destitute people in those areas in which food supply is inadequate, and the other a program of preventive measures that will tend to overcome the chronic famine situation confronting the country. Such problems can and should be worked out by the government and people in China."

Position of C. I. F. R. C.

The position which the China International Famine Relief Commission has taken on these points is made clear in the statement relative to policy in dealing with the present famine which was issued on December 27, 1928. Three principles are laid down in that statement, as follows:

"1. Drought, floods and other natural causes during the past year or more in the areas of present destitution have resulted in very meagre crops or none at all. Prior to this, reserve stocks of food, and other property, had been largely or entirely wiped out by destruction or seizure by bandits and soldiers, by confiscatory taxes and levies, and by other concomitants of the civil and military confusion in China in the past several years. This destruction of food reserves made the consequences of crop shortages immediately and disastrously apparent in the present famine conditions.

"2. In administering relief during this crisis, the policy of the China International Famine Relief Commission will be to assure itself of active assistance by the Chinese authorities upon whom rests the primary responsibility for the welfare of the Chinese people.

"3. The present exceptional state of destitution will be dealt with as the crisis which it is and not as a chronic condition, though relief will be administered as far as possible in ways looking toward permanent famine prevention."

In its actual administration of relief, the China International Famine Relief Commission has received the co-operation of the Chinese authorities to the fullest extent. Inspite of the disturbed conditions, the relief work has gone forward without interference by bandits or others. The total losses even indirectly chargeable to the disturbed conditions have amounted to less than Mex. $800.00 (Gold $400.00) in a total of relief supplies and money distributed of over Mex. $2,000,000 (Gold $1,000,000).

Experience thus has shown conclusively that effective relief work is possible, even though the disorganization of the railways and other means of communication have made it somewhat more difficult than otherwise would have been the case.

In connection with the question of the part which natural causes, as contrasted with politico-military disorganization, have played in creating several famine conditions, one further fact is significant:

The human causes of destitution cited by the Red Cross delegation have been fully as serious in central and southern China as in the North and the Northwest. Central and southern China, however, have not been counted as famine areas, nor has an appeal been made abroad for relief funds for this region. Northern and northwestern China have had a long drought and a serious famine.

Autumn Crops in One-half of Famine Area

The facts of the present and prospective famine situation are these:

On the basis of its reports from the entire famine area, the China Internationol Famine Relief Commission published on August 5 (while the Red Cross delegation was in Peiping) a review of the situation which indicated that about one-half of the affected area would be off the famine map with the coming of the autumn harvests which were probable because rains had fallen, but that the famine would continue in large sections of the other half—China's vast Northwest—at least until the spring crops in 1930. This statement added that the suffering in the remaining famine area would be increased because of the protraction of the drought, of floods, and of the coming of winter.

A similar analysis of the reports available up to the middle of October, issued by the China International Famine Relief Commission on October 19, showed that these August anticipations had been fulfilled.

The Red Cross delegation's report speaks of the rains having come in part of the famine area, and of the consequent lessening of the famine territory. Unfortunately, the delegation's report did not refer to the continuation of the drought and the floods and early frosts in the rest of the area, and the consequent increase in the severity of the need there.

The territory still in large parts without adequate crops is approximately 450,000 square miles in extent. Its population is approximately 30,000,000. Of these people, a large proportion are almost or quite utterly destitute, and will remain so except for relief from outside at least until late in June, 1930.

In area and number of people affected, even what remains of the present famine is a much more serious catastrophe than the famine of 1920-21, for relieving which the American people gave so generously.

The China International Famine Relief Commission recognizes that the present famine in China is not the sort of emergency which normally comes within the scope of the activities of the American Red Cross. Neither was the need in the Near East. Nevertheless, relief is urgently needed, as it was in the Near East—and certainly on as large a scale.

Agreement Concerning Need of Stable Government

The China International Famine Relief Commission agrees with the American Red Cross delegation in insisting that the development of a strong, united and stable Chinese government would be a long step toward dealing even approximately adequately with the vast problem of famine in China in its dual aspects of relief and prevention.

But it does not believe that the fact that such a government has not yet been completely established in China is adequate ground for suspending non-governmental relief efforts,—any more than it believes that non-governmental relief work should be suspended in the United States where there is a stable government.

The China International Famine Relief Commission believe, too, that the question of relief for severe destitution should be considered without reference to distinctions of race or nationality, and that the primary consideration in determining whether relief should be given, and the form that the relief should take, should be the severity of the need and the possibilities of effective relief rather than the satisfactoriness or otherwise of the political conditions. Particularly is this the case when the people who are in dire need clearly are not themselves responsible for the political conditions which increased the severity of their destitution brought about by natural causes.

This seems to have been the belief also of the American people and Government in helping to relieve the people in the Near East and in Russia during the periods of great distress during recent years.

Chinese Participation in Relief Work

The China International Famine Relief Commission agrees with the American Red Cross delegation that if foreign aid in relief work were to have the effect of lessening the sense of responsibility of the Chinese for dealing with the famine problem then foreign aid would be undesirable.

The experience of the China International Famine Relief Commission, and the preponderance of evidence of what actually has happened in relief work and in other fields, do not warrant the conclusion that this would be the effect.

The Chinese themselves, for example, have taken proportionately and actually a much larger share in the relief work during this present famine than they did in the famine of 1920-21.

Exact details are not available, but the figures of contributions from non-governmental sources for famine relief purposes in the 1920-21 and the present famines conservatively estimated are:

	1920-21	1928-29
Total non-governmental gifts	Mex.$9,000,000	Mex.$6,700,000
From foreigners	$6,300,000	$1,600,000
From Chinese	$2,700,000	$5,100,000
Foreign percentage.....	70%	25%
Chinese percentage.....	30%	75%

It will be observed that the non-governmental Chinese gifts so far in the present famine have been nearly twice the total from the same sources in 1920-21, even though the period of famine appeal has not been as long.

The number and working membership of purely Chinese relief organizations, and the amount of relief work which they have done, in the present famine very much exceed the figures for 1920-21. The Red Cross delegation cites some of these Chinese relief organizations. The Buddhist, the Confucianists, the Taoists and numerous non-secretarian groups also have helped largely but inconspicuously in relief work.

Government More Generous Than That of 1920-21

The Chinese Government in 1920-21 certainly took no more active interest in relief work than has the Government this year—inspite of the fact that the difficulties which it faced were very much less. On both occasions relief supplies were moved without charge on Government railways, and all taxes were remitted on such materials. In 1920-21 a famine relief surtax was placed on the customs duties, with the consent of the foreign powers. This provided a substantial sum for relief work—but the money was paid by the buyers of goods, and the tax in no way reduced the current revenue or increased the future obligations of the Government. The famine relief loan of 1929, while yielding less than the 1920-21 surtax for actual relief work, did directly affect current and future income of the Government which floated the loan. This loan, made by the present Government, therefore was definitely more of a sacrifice for relief than anything which the Government did in 1920-21.

In other words, the Chinese, both as private citizens and governmentally, have shown in this famine a much greater sense of responsibility for meeting the relief needs of their own people than they did in the last big famine. There is little doubt that this change to an important degree is attributable to the example set by foreign help in 1920-21.

Experience with various undertakings which the China International famine Relief Commission has carried out, largely with funds from abroad, furnish a specific example of the stimulus which such outside help gives to Chinese effort along constructive lines in dealing with the famine problem,

The Irrigation Project

The China International Famine Relief Commission, for example, built an irrigation system just west of Peiping. This aroused widespread interest, one direct result of which was the welcome given by the Suiyuan Provincial government to the proposal for a larger irrigation project in that province, relieving immediate distress by providing labor and preventing future famine by insuring water for some 300,000 acres. The provincial authorities are contributing some $250,000 (Gold $125,000) toward the cost. The funds from the Commission are being put in on a loan basis, with the Commission retaining management until repayment is completed. This project has aroused much interest elsewhere in China, and officials from Shantung, Shansi and other provinces have visited the Suiyuan works to investigate.

Similarly, the development of rural co-operation which the China International Famine Relief Commission has undertaken has aroused international as well as national interest, and the organization and methods developed by the Commission are being studied and copied both by the Chinese National Government and by authorities and private groups in a number of the provinces.

More generally, experience of businessmen, educators, missionaries and other foreigners who from longer actual contact with the Chinese are cognizant of the underlying elements in the situation confirms the view that foreign effort in China much more often than not stimulates the Chinese people to increased effort of their own along the same lines.

The development of modern education and modern industry in China, and the whole complex process of political and social recontruction which now is going on, are largely the result of the stimulus from the introduction of Western culture. That during the past decade and more there has been a marked growth among the Chinese of a determination to deal themselves with China's problem is obvious to all. The Chinese have done much more in this famine than they did in the last.

It is difficult to understand why foreign help in famine relief work now should have an effect exactly the opposite of that which foreign help in every other field for decades has had—especially as experience has shown that it has not had this opposite effect.

Justification of Appeal for American Aid

The China International Famine Relief Commission agrees with the American Red Cross delegation that the destitution situation in China cannot be dealt with completely adequately by any foreign agency.

But it believes that the overwhelmingness of the task is not an adequate reason for sitting idly by.

Many years and billions of dollars will be needed to reforest China's hills, to control her rivers, to create irrigation works which will put water on her dry lands, to build railways and roads adequate to provide quick transportotion to every section, to reorganize her rural life on a more cooperative and mutually beneficial basis, and otherwise even approximately to remove the threat of famine from all parts of the land But it is possible to make a start toward famine prevention—and in the process of carrying out famine preventive undertakings to save the lives of hundreds of thousands who otherwise would die from lack of food.

To this task the China International Famine Relief Commission has been devoting itself, and it has confidence that there are many who, recognizing that the entire problem cannot be solved at once, still feel that a start, by combining relief and famine preventive undertakings, is worth while.

The China International Famine Relief Commission recognizes that the American Red Cross perhaps may not be justified, in view of the purposes for which it is organized, in assisting in famine relief work in China now.

Nevertheless, in view of the great seriousness of the need, of the fact that natural causes have played a vital part in creating this need, and of the belief that political misdeeds of those who may have been in power should not be the cause of withholding relief from human beings who need it, the China International Famine Relief Commission feels entirely justified in appealing to the American people for money for famine relief work in China.

It makes this appeal not because the vast problem can be solved at once, but because every famine preventive undertaking completed ends the famine threat in that particular section, because in the process of carrying through these famine preventive undertakings thousands of lives can be saved, because those who are starving are human beings and victims of natural and human circmstances over which they have had no control.

The Revolt of the Modern Girl

BY SUING L. HSIA

Amid the social changes that are taking place in China, the modern Chinese girl is becoming a powerful force. The momentum of this force, potent with a new spirit revealing itself in the feminine movement for freedom and equality, is making itself felt in many families to-day. The articles on "Deficiencies of the Modern Chinese Girl" and "In Defense of the Modern Girl" that recently appeared in the China Weekly Review indicate the mental reaction and impressions on the influence that the modern girl is exerting on society.

TODAY new thoughts and ideas concerning the family, tending either to rejuvenate or to supplant the old, are being introduced from the West. They are being welcomed blindly, in numerous instances, by the frivolous in a *laissez faire* manner without any attempt at selection of what is truly representative of the best of Western culture; and, in a minority of cases, are being accepted more conscientiously and thoughtfully in more conservative quarters. But the truth is, the modern girl of today has begun setting her heart to adopt in a most determined manner a new standard for the family based on Western ideals which she has acquired in school and from her contact with the West. Like other youth movements of a similar nature, the ultimate results of this effort for the modernization of the home and the family will depend largely upon whether it receives proper guidance and assistance from the right quarters.

Refering to the articles by Messrs. Whang and Chou, the writer is reminded of the story of an old woman who had lost a white dog described in the advertising columns of a newspaper as having a black spot on the right ear. A little girl who read the advertisement, appeared before the old lady on the following morning with a dog of similar description to claim her reward, but was surprised and shocked when the owner declared to her that she had caught the wrong dog, saying, "This is not my dog; mine has the black spot on the right ear; this dog has his on the left." Unwilling to admit defeat and wishing to prove that she was right, the little girl replied, "Well, it depends on from where you look at it."

Two Vantage Points

The views propounded by Messrs. Whang and Chou on the subject are correct and are based on facts, but hoth have failed to realize that they were looking at their object, the modern girl, each from a different angle. Mr. Whang's picture of the modern girl is vivid and convincing as it fits into the proper classification, and is not taken to represent the modern girl as a whole. The type of modern girl depicted by Mr. Chou stands in a similar relationship as the foregoing in that it also does not truly represent the entire group of modern girls and should be classed as representing the "ideal modern girl in contradistinction from the "flapper type" described by Mr. Whang, whose views represent the other extreme.

It is the natural tendency of society to adopt this manner of general classification in accordance with the individual's moral conception of the resultant influence which has been brought to bear upon the minds of the people with whom the modern girl associates. The fundamental difference between the members of these two outstanding groups does not depend upon the outward appearance of Westernization as interpreted in the limited sense of bobbed hair, high-heeled shoes, Western fashion of dressing, dancing, and other imported characteristics, but seems to be potentially a spiritual one. While the "flapper" aims at pleasure-seeking and tries to get as much from, and to contribute as little to, society as she can, the "ideal modern girl" aspires to a loftier goal. The education she acquires from the West is meant for a definite purpose in society, to give her greater freedom to utilize her intellectual equipment for the enrichment of life and the betterment of the world. Being more constructive and productive, she lives a life of service within the sphere to which she has confined herself, be it the home, medical profession, or the educational circle. It is the nobleness of her aim in life which ultimately differentiates her from the "flapper", despite the close resemblance in their superficial characteristics.

Every Chinese Girl Desires Liberty

Because Old China is symbolic of extreme conservatism, Young China, as it stands on the threshold, watching with admiration and with a certain degree of awe, the steady penetration of Western civilization into a vast country where the marvels of science were hitherto pratically unknown, is naturally inclined to welcome with enthusiasm anything that is new. The Chinese girl of the present day is fully aware of the material benefits which modernism is capable of giving her. She dreams of a home where the members of her sex are given the same liberty as is accorded to her Western sisters. She wants equality and freedom to think and to act for herself. Because these principles of democracy embraced in her idea of modernism are the products of Modern Western Civilization, she has now set her heart to follow the footsteps of her foreign sisters.

Today we are confronted with the truth, which is not to be denied, that deep in the heart of every Chinese girl who has had any association with the West, either directly or indirectly, there is inherent desire to be modern and to express this modernism in some visible form appreciable to the sense. In the Treaty Ports, especially in a city like Shanghai, where the East comes in immediate contact with the West, Westernization occurs with greater ease and rapidity. It is in these areas that the pendulum is now being set into motion. But before it is allowed to sweep across the feminine world and to exert any influence over the country, undermining and destroying the greater portion of the whole social order of the family, irrespective of the many good qualities of the old teachings, it behooves every young man and woman of New China to ponder over the consequence resulting from the setting free of a pendulum which might Westernize China instead of producing the desired effect, namely, modernism in its *bona fide* sense.

Readjustment Needed

It is equally true that much sifting and readjustment are needed and that the future strength and greatness of New China will depend largely upon the method of reconstruction to be adopted. While new elements will be added to the old to assist in the process of national reconstruction, modernism must play its role in the rejuvenation of the old family system now struggling to maintain its position in the present social structure, which is undergoing a radical transformation today.

The instinct of imitation is present in all animals, including the human being, the only difference being that man is specially gifted with the freedom to control this instinct through his will power. The real danger confronting the young men and women today is their tendency to imitate everything indiscriminately without taking the trouble of exercising their faculty of thinking. By assuming this attitude, permitting the instinct of imitation to act without consulting its higher authority, the intellect governing the power to will, the creative spirit naturally present in all men is woofully suppressed. The evil results of a stagnant mind—an intellect that behaves no better than a well-managed machine—are too evident to need further discussion.

Outward Modernization

The young people of the present generation should endeavor to enlighten themselves by answering these simple questions: How do Western clothes, Stetson hats, bobbed hair, short skirts, high-heeled shoes, and other imported articles of wear make one modern? Does one become modern merely by going out with any young man or woman to public places of enjoyment—particularly the dance halls, the theatres, and the public parks—and returning home perhaps, at one, two, or three o'clock in the morning? Would cigarette smoking, drinking either in moderation or in excess, and the resultant laxity of morals bring about a true modernization of the individual? A coolie, neatly dressed in Western clothes, aping a Western air in his manner and gait, may be taken for a modern man by a casual observer, bnt closer association and further scrutiny will soon disclose the real state of affair and finally cause the man to be the object of ridicule because of the absurdity of his make-up. But if the young man possesses a fair command of English and has succeeded in mastering the art of dancing, his chance of entering the enviable ranks of the moderns will be decidely improved. Nay, he will have fulfilled the essential qualifications of a modern gentleman! But suppose

the personality is a charming young lady, then what is her chance of being considered modern? Equally good! The only difference is that she could equip herself further and strengthen her standing by merely learning to smoke a few cigarettes, indulge in a few glasses of wine, and stake a few dollars in a game of poker or majong, in the company of her male friends, sharing with them the spirit of equality and freedom, which to her means liberty to act without restriction. Superficially this young lady is modern, but fundamentally she lacks both the essential characteristics as well as the true spirit of modernism.

Now, what is modernism? Viewed from a broader angle, modernization represents numerous fields of investigation embracing science, arts, literature, philosophy, industry, politics, and a number of other human activities, all combined into one concentrated effort to reach the goal for the enrichment of life and the betterment of mankind. The instinct to satisfy one's physical desire has existed ever since man came into being. What is commonly termed modernization or Westernization as interpreted *in the limited sense* of bobbed hair, skirts above the knees, high-heeled shoes, freedom to act beyond the limits of law and convention, dancing, cabaret entertainments; and other items imported from the West, are but the manifestations of our desire for physical pleasures and enjoyments—frequently the result of sex attraction—which have been adapted to suit the needs of modern life.

Modernization Without Loss of Individuality

The time has now arrived, while it is yet early, to caution the young men and women of New China not to mistake these manifestations for modernism. How often they have proved to be mere instruments of destruction disintegrating the individual and his family! If it is the unity of the family in thought, ideal, tradition, custom, religion, and other elements that have helped to preserve the integrity of the ancient civilization of China when natural forces were working for its destruction assisted by the force of imperialism emanating from the West, then it is the duty of every young man and woman of China, while lending support to the movement for modernization of the home and family, to devote every effort that could be utilized toward the preservation of this cultural unity in the family. One must remember that China has a civilization fundamentally different from that of the West. It is distinctly Chinese and must remain Chinese even if modernization is to assist in bringing about the needed change. The fact that it has been able to weather the storms of the ages, when other ancient civilizations have crumpled, is itself an acid test proving the worthiness and durability of our culture. It is within the realm of possibility for every young man and young woman of New China to become modern and still remain Chinese, just as a German or a Frenchman or an Englishman is modern and yet able to retain his essential national characteristics; the real challenge of the day for us is: How to achieve modernization in its true sense and spirit, without inpairing the cultural integrity of the Chinese.

No Doctor's Bills in Harbin

(*Special Correspondence to the Review*)

Harbin, Nov. 10

No one ever pays a doctor's bill in the city of Harbin, the reason being that there are no doctors' bills. The explanation for this strange situation in the Russian section of Harbin is that it always has been customary for the patient to pay his doctor a sum of money that the patient considers sufficient for the service rendered. The procedure is somewhat like this: a person suffering from some ailment goes to see a doctor. The doctor makes an examination and writes out a prescription. The patient does not ask the doctor for a bill, but places on the table in the doctor's office a sum of money which the patient considers sufficient for the service. If the case is a "home" one and the doctor calls at the house the process is quite similar, some member of the patient's family simply hands the doctor a sum of money which he puts in his pocket without counting and goes on his way. Where this system of paying doctors for their services originated is not known, but it always has prevailed in Harbin since the Russians established the city a third of a century ago, hence this method of paying doctors for their services probably originated in old Russia and has been continued by the 100,000 Russians in this now Chinese controlled city. A Russian of the writer's acquaintance explained that it has become customary for persons to pay certain established fees for certain ailments, but the payment always is made voluntarily by the patient. It would be considered the height of unprotessional conduct for a Russian medical practitioner to send a patient a bill and no patient would ever think of asking the doctor, "How much?" The writer's friend explained that if she called upon her doctor for a prescription for some minor ailment she probably would leave a $5 bill on the doctor's office table, but if her cook should call on the doctor for a similar prescription, the cook would leave a $1 bill on the table.

Nanking's Stupendous Task

(*From the correspondence columns of the New York Times*)

RECENT criticisms of the Nanking Government sometimes fail to take into account the stupendous difficulties which must be overcome by any government in China today, the nature of the program which the present government has embarked upon or the remarkable strides already made by the current regime.

The task of governing China today is so complex and is beset with so many difficulties that it presents a super-human problem. In the first place, money in enormous sums is essential and the country has been practically bankrupt for years. In the second place, the quelling of rebellions and uprisings costs millions.

Waste Was Tremendous

The waste due to unformed conditions is colossal. Nevertheless, if China is spending millions in building a capital at Nanking it is perhaps because by so doing she will gain greater prestige among her critics by setting up an impressive capital than by attempting to feed a never-decreasing number of hungry mouths. China's pressing need today is not for a makeshift scheme of feeding the famine stricken but the setting up of government and education to prevent the conditions which make famines chronic.

The accomplishments of the present regime, little as they may satisfy the perfectionist, are not far short of marvelous. The Nationalist movement in its military phase began insignificantly in South China in 1926, hampered by internal dissension and by violent communism. In two years the Nationalists had gained at least nominal control of all China and set up a government which has received foreign recognition.

By drastic action this government then freed itself from the ruthless grip of communism. It has quelled every rebellion which has arisen, avoided every internal split which has threatened up to the present and embarked upon a constructive policy of national rehabilitation which, if permitted to proceed, cannot fail to benefit the country enormously. Charges of corruption are made on every hand, but the charges are not new in China nor in the United States.

Education Is Needed

Furthermore, statements to the effect that China is not a republic are beside the point. China is nominally a republic but in reality a country building to become a full-fledged republic in the Western sense. According to the deliberate program of Nationalist China the country is now in the second stage of the three phases of growth toward republican government outlined by Sun Yat-sen. One, Revolution; two, Tutelage; three, Representative self-government.

The revolution is past. It is for the present government to take charge in behalf of the Chinese people and educate them toward the final goal of representative self-government. It is in the best interests of the whole world that China shall reach this goal quickly. If she is to do so sympathetic understanding on the part of America will be more to the point than criticism which neglects to consider the almost insurmountable difficulties of the Chinese situation.

A. Gordon Melvin,
College of the City of New York,
Oct 9, 1929.

Lifting the Gold Embargo

Tokyo, Nov. 18.

The Yokohama Specie Bank this morning anounced the increase of its list quotation of yen on America to 48 dollars ⅝. This is interpreted to mean that the Government is causing the Specie Bank to raise its yen exchange rate to 43¾ dollars by November 22, when it is expected that the Finance Office would annul its ordinance regarding the gold export restriction subject to time condition. This would leave the margin of the yen exchange rate to par exactly half a dollar, which the Government intends to adjust within two months through raising its rate by one fourth point in each month. When this is done, the yen will reach the actual specie transfer point by January 21 or 22, when the Government will announce the removal of the gold ban.

Premier Yuko Hamaguchi is expected to issue a statement on the occasion of the previous announcement of the date of gold embargo removal. In the proposed statement. Premier Hamaguchi will desire the nation to make every effort for the satisfactory accomplishment of the lifting of the ban.—Rengo.

China and Motor Transport

BY C. B. HAUN

FOR thousands of years there has prevailed in China a proverb "A unit of time is worth a unit of gold; a thousand taels will not buy back a unit of time." The author of this proverb is said to have been the Great Yu, Emperor of Hsia.

To-day, with the birth of New China, the time element has come to be a problem for serious consideration. Probably this assumption is well substantiated by the attempt of the Chinese Government to carry out an extensive plan of road construction. The salient feature is the project of the National Highway Commission to complete within three years 100,000 li of roads, undoubtedly with the object of bringing about the facilities of rapid and time-saving transportation, the urgent need of which has been generally felt.

Much has been done and much remains to be done. According to latest data available, the road mileage completed, projected or under construction in various provinces is approximately as follows:

PROVINCE	Mileage of Roads Completed	Mileage of Roads Projected or Under Construction
Kiangsu	821	412
Chekiang	210	349
Hunan	135	134
Hupeh	808	493
Shensi	107	—
Shansi	1128	180
Shantung	1335	128
Honan	583	70
Szechuen	339	396
Anhwei	721	299
Kiangsi	312	—
Chihli	1742	—
Kansu	1453	—

China has a population estimated to be somewhere between 400,000,000 and 450,000,000 people; and an area of 4,282,000 square miles. There is much land lying fallow. Some provinces are stricken with famine as a result of inadequate production; some produce but a bare living, due to over-population; others, in spite of good crops, find it impossible to transport their surplus products to those unproductive and inaccessible provinces like Kansu and Shensi, where thousands and thousands have recently died of starvation. China is not necessarily an indigent nation. She has enormous wealth in minerals and fertile lands; but the majority, if not all, of her natural resources require development. It goes without saying that for the proper exploitation of China's industrial possibilities, large scale construction of highways and the introduction of modern methods of transportation will be necessary. Automotive vehicles naturally will be needed to transport products from one place to another and bring provinces within easier contact, however remote the distance may be. By means of transportation of this nature famine-stricken provinces can be rendered aid quickly; the death rate will be considerably reduced.

Roads Increase National Wealth

Looking at the above, there is no gainsaying that automotive vehicles will play a far reaching part in the future economic, industrial as well as commercial progress of China, because a well organized network of roads for motor transportation is not only a factor to save time but tends to increase the wealth of a nation.

As stated previously, the National Government is carrying out an extensive plan of road building. It is, therefore, merely a question of time when China will enter the threshold of major transportation development. This being the case, the future possibilities of automotive vehicles in this part of the world are almost limitless.

China, as an owner of automotive vehicles, is far behind other countries. A comparison is indicated in the table shown below:

NATIONALITY	Number of automobiles	Number of persons to one vehicle
America	19,954,347	6
Great Britian	815,957	55
France	735,000	53
Germany	323,000	193
Italy	114,700	346
Sweden	80,498	75
Spain	76,000	286
India	69,127	3,573
Denmark	66,567	51
Switzerland	37,500	104
Japan	32,698	1,809
Russia	18,500	7,502
China	13,680	31,871

In selling motor transportation to China, two facts must be considered: the adaptibility of automotive vehicles to road conditions; and the absorption capacity of the China market.

Need for Trucks

China, at present, is essentially a truck market. While there are approximately 9,694 miles of roads ready for motor transportation, most of them, with the exception of a few hundred miles of asphalt or macadamized roads in treaty ports, are mud roads, the general run of which can not stand a one and half ton truck. Until China is in a better financial condition, better roads will not be built because of their cost and up-keep.

Consequently, in order to suit the China market, trucks and buses must be constructed with due regard to the roads over which they have to travel, on one hand, and the cost should be within reach of China's purchasing power on the other hand.

Among others, General Motors Corporation is aware of the conditions now obtaining in China and has apparently visualized, from a realistic stand-point, the type of vehicle China requires. What is characteristic of the General Motors development is the 6 cylinder Chevrolet truck. the popularity of which is not only limited to the big cities but has extended nto the interior of China.

Manchuria's "Klondike"

(Special Correspondence to the Review)

Hailar, Nov. 10

About 900 miles northwest of Harbin is the extreme northern point of Heilungkiang province is a district known as Kellari, which prospectors claim is likely to become a second Klondike providing political conditions in the district ever become sufficiently stable for the gold mines to be worked. The district is about 275 miles north of Hailar in the Barga district and is drained by the Kellari River which has its source in the Great Hinghan Mountain range. When Russian influence was dominant in the Barga area, the Russian Government, about 1901, granted a concession to a company known as the Upper-Amur Gold Mining Company. The mines were worked from 1916 to 1920 and while considerable money was spent in prospecting before the gold-bearing strata was discovered, the company was forced to discontinue its operations owing to the decline of Russian influence in the Barga territory. The Chinese then organized a company known as the "Kuan Hsin Kunssu," but owing to primitive methods and the isolated location of the country, little was accomplished, although it was reported that in one year the company, using some 150 workmen, succeeded in extracting some 300 pounds of gold bullion.

In addition to the attempts of organized companies to develop the gold deposits in the Kellari Valley, the district for nearly a century has proved a magnet for isolated prospectors, chiefly Russians, but occasionally some weather-beaten American or English gold prospector turns up in Harbin with a quantity of gold which he had succeeded in washing out of the river sand and gravel and managed to get out to civilization in spite of the vigilance of innumerable bandit gangs and the often greater vigilance of some frontier Chinese official looking for his "squeeze." The native tribes, many of them uncatalogued, also do considerable gold mining, trading their finds to Russian and Chinese traveling merchants and shopkeepers who are scattered along the banks of the Argun and Amur.

About fifty years ago there was a "rush" to the district, participated in chiefly by Russians from the mountainous areas of Nerchinsk of the Siberian Trans-Baikal country. Most of these adventurers were outlaws who roamed the Hinghan mountain area in search of treasure. Finally a group of them got together and formed a little independent "state" which they named the "Sheltuguinskaya Republic," all of the officials of which were refugees from justice in Czarist Russia. At one time the outlaw republic contained a population of 10,000, but the Chinese sent troops into the district and put an end to it. Groups of these "outlaw" gold-miners still live in the Hinghan mountain forests and subsist by placer-mining and hunting with banditry as a side-line. The Soviet Government has taken advantage of the present disturbed state of the Siberian border district and has sent troops into the area, causing many of these primitive gold-miners, dressed chiefly in deer-skins, and carrying primitive flint-lock rifles, to flee to the towns along the Chinese Eastern Railway westward of Harbin.

China "Conferences" and U. S. "Contracts"

BY GEO. W. MISSEMER

Several years ago an innocent cub reporter on the Liverpool *Journal of Commerce* got hold of one of the standard rebate forms which have been used for scores of years between British shippers and steamship companies and published the contents as an item of "news." The mere fact that the reporter was about forty years behind the event didn't change the fact that the matter was "news" to a great portion of the public. Similarly it may be news to the general public that these same forms are used by nearly all shippers from China in connection with the various Conferences (as they are called). Thus if a shipper, say of silk from Shanghai, or goatskins from Tientsin to New York or some other port abroad, will promise, by signing one of these rebate forms, to confine his shipments either to the same shipping concern, or to some one of the shipping concerns who have banded themselves together for the purpose of maintaining freight rates, in an association —or as it is generally known in shipping circles, a Conference —then the shipowners on their part promise that at some later date, say six months, they will return to the shipper a certain proportion, say five per cent of the freight paid, and at a certain later period, usually a further six months later, another five per cent of the freight paid.

Three "Conferences" Out of Shanghai

There are three such conferences operating out of Shanghai, namely the China Homeward Freight Conference, which takes care of shipments to European ports, the New York Freight Bureau, which covers American Atlantic coast ports, and the trans-Pacific Bureau which functions for ports on the Pacific coast of the American continent. Nearly all the big shipping companies are members of one or the other of these Conferences, and the net result of the operations of the Conferences is to stabilize rates, even though this may at times be accomplished at the expense of the shippers. The few "outside" lines and tramp steamers are, of course, not members of these Conferences and they frequently find it difficult to secure cargoes, even at the very much lower rates that they offer, owing to the fact that the shippers cannot depend on them either for regular or for rapid shipments, and by patronizing them shippers also lose the opportunity of securing the rebates from any shipments they make by the Conference lines—and a ten per cent rebate on freight is not to be sneezed at in these days of severe competition.

In connection with this rebate system it has at times happened that although ports in China were tied to this Conference system, a port such as Vladivostock was "free", and it has in past years, if not at present, not been an unheard of thing for the same steamship company to run its steamers out from Europe and include both Shanghai and Vladivostock as ports of call. As regards Shanghai, the company was bound by Conference rates, but as regards Vladivostock it was not, so that the freight rates from European ports to Vladivostock were lower than they were to Shanghai. In fact, when there was severe competition for freight to Vladivostock the freights to that port were so much lower than to Shanghai that it was a profitable proceeding to have the goods shipped out to Vladivostock and then have them shipped back to Shanghai again. That word "back" is used advisedly, as in some instances the ship on which the goods in question were being carried called at Shanghai before proceeding to Vladivostock.

Rebates Are "Forbidden" in U. S. A.

The laws of the United States forbid the giving of rebates and there are no "Conferences" out of American ports. But don't let that bare statement mislead you. The situation as it exists is an apt illustration of the old saying that there is more than one way to skin a cat. Pretty much the same object that is attained by the "Conferences" operating out of Shanghai is attained in a different way by the steamers operating out of American ports. The system as it operates out of American ports is this: The shipping companies offer the shippers a "contract". This contract is made not only with the particular shipping company by which that shipment goes forward, but applies to all the companies who have banded together to maintain rates at a certain level. The usual contract provides that if the shipper will restrict his shipments to one of the dozen or so of companies that have banded themselves together he will have his shipments go forward at the rate specified therein—usually two gold dollars less per ton than those which are quoted to non-contract shippers.

The object which is attained by the "contract" system is exactly the same that is attained by the "conference" system, namely the maintaining of freight rates, and although it is probably the case that the system results in higher freight rates than would otherwise exist, it has the compensation that rates are stablized, and that fact contributes to the stabilization of prices generally.

A System of Checks and Balances

The "contract" system is not a violation of the U. S. statutes against rebates, as there is no "rebate", that is, not in the sense in which the word is generally used, namely, a return of part of the money paid. The shipping companies in the "ring" merely charge a cheaper rate to those shippers who will ship exclusively by ships belonging to its members, and charge a higher rate to shippers who choose to ship part of their cargoes by tramp steamers. There are very few instances in which either the "conference" or the "contract" system results in the "gouging" of shippers, nor are there any evidences of shipping companies making huge profits—in fact it is generally the other way about. The mere fact that a shipping company is a member of such a ring doesn't prevent each of them from looking out for itself first, and many are the private negotiations as between themselves before this or that rate is decided on for this or that article for this or that port. One line will for example call more often at a certain port than another will—for example Tsingtao in its relation to the trans-Pacific Bureau—and that particular line will exert pressure to see that rates for articles handled out of that port are fixed at such figures as will bring it the most business. Very well, after some negotiation that particular line will get what it wants, usually on condition that it agrees to some proposal that another line makes in some other direction. This system of checks and balances assures that rates are kept at a reasonable level, for as often as not the member shipping company is pulling wires not with the object of getting the freight rate increased but to get it decreased.

Provisional Court Reorganization Halted

It is officially stated that the Conference between the National Government and the foreign Powers concerned regarding the reorganization of the Shanghai Provisional Court, which was originally scheduled to open on November 19, has been postponed. None of the representatives have arrived at the Capital and a disagreement has also arisen regarding the qualification of certain of the delegates. According to the *Rengo* news agency, Japan will be officially represented by three delegates. However, Japan is not invited by the National Government to this conference owing to the fact that the treaty with Japan has expired. If Japan is allowed to send representatives Italy, Belgium and other countries whose commercial treaties with China have also expired would be entitled to take part in the discussions. The National Government is hoping to have the delegates selected from the staff of he Legation in Peiping instead of the Consular Body in Shanghai. As a number of the delegates nominated for the conference are Shanghai Consuls, the National Government has sent another note to the Legation at Peiping to re-nominate their delegates. So far, no reply has been received.

Death of James W. Good

James W. Good, Secretary of War of the United States, died in Washington November 18, at the age of sixty-three. Hope for his recovery from a recent attack of appendicitis, with subsequent operation, was abandoned by physicians on the 17th when septic poisoining spread and his condition became grave. He was born in Cedar Rapids, Iowa, on September 24, 1866. He was educated at Coe College, Iowa, and Michigan University, where he took the degree of LL.B. in 1893. He was a member of Congress from 1909 to 1921, when he resigned to practise law in Chicago. When Mr. Hoover became President of the United States he was invited to the Cabinet as War Secretary.

T. V. Soong Flies to Hankow

T. V. Soong, Finance Minister of the National Government, who was reported locally to have been seriously injured by a loafer in the neighbourhood of the Majestic Hotel, Shanghai, a few days ago, hastened to Hankow by aeroplane Nov. 19.

It is reported, in this connection, that Mr. Soong has proceeded to Hankow to use his good offices with the Hankow Bankers Association for the flotation of a $10,000,000 loan at the request of General Chiang Kai-shek, who had previously asked the association for the sum.

Slaves of Labor at Mentoukou

BY MAXWELL S. STEWART

IN no other place in China can one observe the contrast between the new and the old, between modern industry and primitive hand labor, any more strikingly than in the coal mines at Mentoukou. Here in miniature we have the whole process of the industrial revolution with its difficulties, hardships, dangers, and possibilities. Here also we come face to face with the facts of sweated labor in its cruel reality in an occupation which is fundamental to China's future development.

Mentoukou is a mining village located in the foothills of the mountains a few miles northwest of Peiping and is connected with the latter place by a short branch railway. The coal, which is a fair quality of anthracite, is for the most part located at a depth of from four to six hundred feet, although there are a number of smaller mines which tap seams much closer to the surface. The Sino-British Mining Corporation, which was organized in 1918 with a capital of about $3,000,000 is of the most modern type. It has its own electric generating plant and is equipped with modern machinery throughout. Such devices as electric cutting machines and electric locomotives for underground work are not utilized at present, but the management is planning to install them in the near future. In other words we have here a fully modern coal mine located side by side with other mines operated by the most primitive of methods. Economically all the advantages seem to rest with the modern mine, for the total cost of operation is only about $2.20 per ton while in the more primitive type of mine the cost is approximately $3.40 per ton. The Sino-British mine has a capacity of one thousand tons a day, but at present they are producing scarcely a tenth of that amount, and as a result their profit is not as great as it would be under more ideal circumstances. Floods and disturbed political conditions have probably hit this mine much more seriously than the smaller mines because so much larger a proportion of the cost of production is a capital charge which continues whether production is suspended or not.

Daily Wages of Thirty Cents

The average wage for workers in this mine is fifty cents a day; unskilled laborers receive as low as 30 cents, while skilled men may make as much as 80 cents a day. The miners, however, can only work at the maximum of nine months a year, for every summer the mines are flooded by the heavy rains and operations cannot be resumed until November. For this wage, which represents the absolute minimum required to keep body and soul together, these men are forced to labor at one of the most arduous and unpleasant tasks faced by man. Underground for eight hours every day, they have to toil amidst mud and slime; the air which they breath is impure and dust-laden and a constant menace to their health. A hospital is provided by this corporation—in itself an important stride forward—but as no regular doctor is in attendance in the case of serious accidents it is necessary to take the injured men 16 miles to Peiping over roads that are in places nothing but stream-beds. And yet poverty is so great and wide-spread in China that it is not difficult to secure men who will put up with such conditions in lieu of starvation. It is little wonder that the manager complained that it was difficult to get men to stay more than a few months, and that real professional miners are practically unknown.

Half way on the stage of industrial development between the primitive pits and the modern Sino-British Corporation is what is frequently called the semi-modern mine which utilizes machinery to hoiste the coal from the mine, but in which the underground work is entirely done by hand. At this particular stage of industrial development in China, this type of mine seems to be the most successful and best adapted to the peculiar conditions of the present situation. The modern mine carries too great a capital overhead, while the primitive mine is distinctly uneconomical. The semi-modern mine, on the other hand, substituting as it does machinery for the most wasteful form of man power, and having the advantage of a smaller and more compact unit, easier to administer and control, seems to be more efficient. The one which the writer visited started with a capital investment of only a few hundred dollars which has now grown to about $200,000. It has a capacity of about 600 tons a day. The cost per ton is only slightly higher than at the Sino-British mine, but it has been able to operate much more regularly. Being entirely under the control of one individual, it rather typifies the earliest development of industry under the *enterpreneur*, a type which seems a bit more adaptable to the stress and strain of early industrial development.

Bad Working Conditions, Large Profits

However, working conditions in the semi-modern mines are distinctly worse than in the modern mine. Wages are slightly lower, and less effort seems to be made to guard the workers against accidents or to care for those who are injured. Even though the manager of the mine seemed to be conscious of the pitiful conditions prevailing among the workers, he professed himself unable to remedy conditions if he was to compete successfully with the other mines. A glance at his profits, however, seemed to indicate a lack of either sincerity or a complete blindness to his responsibilty in the matter. So even though economic efficiency seems to have been obtained, it is obviously maintained by ruthlessly overriding all human values.

The most heart-rending scene of all is the old-fashioned mine operated entirely by hand labor. In these mines the coal is dug and carried to the surface by the individual miners. Many of these are boys ten and twelve years of age who work a shift of twelve hours a day under conditions that are inconceivable to one who does not have to earn his bread by the sweat of his brow. The shafts are deep—often more than 400 feet—and absolutely unventilated or unlighted. It is so hot and close at the bottom of the shaft that the men habitually work absolutely unclothed. There are apparently no provisions made for accidents, although there are probably fewer accidents where there is no machinery. Each miner digs his own coal and carries it—about 100 catties to a load—up the shaft on his back. For their labor the men get about twelve cents a load or from 40-80 cents for a twelve hour day. Some idea of the difficulty of the task may be gathered from the fact that one trip up and down the shaft without any load whatsoever proved thoroughly exhausting to the party of students and teachers who ventured it. As one would naturally expect, the output per man in these mines considerably less than in the modern mine—less than a third of a ton per man as against two tons per man in the semi-modern mine.

Difficulties Typical of Industries in China

The difficulties faced by the coal mining industry in Mentoukou are rather typical of all industry in present day China. The workmen are not skilled; they are for the most part farmers who find themselves unable to eke out a living on the farm and come to work in the mines for a brief period until farming prospects become brighter, or they are driven elsewhere by the terrible conditions under which the miners must live and work. The floods which annually stop all production are illustrative of the fact that in China the struggle with nature is still in its initial stage, and that man has not yet been able to store up sufficient surplus in the form of capital to bring it under his control. Taxes, moreover, on each ton of coal actually amount to more than is given to the miner who digs the coal. In the modern mine a little less than a dollar per ton goes to the men who actually extract the coal—this includes the wages of the contractors and the foremen—and overhead expenses amount to about $1.20 additional; the railroad company gets about a dollar for transporting it (most of which goes to the militarists), and another dollar goes out to the military for taxes. Still another dollar and a half has to be paid in taxation for delivery inside the city. And although the total cost is only $5.70 a ton, the coal dealer charges about $15 a ton for the coal, so there is a handsome profit all around. Thus for every dollar which the toiling miner receives for his socially necessary labor of digging coal from the bowels of the earth, parasitic middle men, government officials and militarists receive from five to fourteen dollars.

In a nutshell then this is the form of economic organization in this basic industry: the men who strain and sweat actually to produce the coal receive only a mere fraction of the reward for their efforts. The rest goes to men who are utilizing their positions to extract profits from industry without themselves contributing in most cases any important service. It is obvious as long as this condition is allowed to remain in China that industry can never develop adequately, nor can it contribute greatly to the welfare of the working class itself.

A Wintery Trip on The Sungari to La Hu Su Su

BY J. B. POWELL

(On board the S. S. "Shanghai," formerly the "Amur," built by the Russians some twenty-five years ago; taken over by the Chinese about eight years ago.)

Nov.5. (Delayed.)

THE Chinese claim there is an advantage in traveling on an old steamer because the old steamers are flexible and thus able to crawl over the sand-bars, whereas a new steamer would ram its nose into the mud and stick there. The s.s. *Shanghai*, wood-burning, paddle-wheel type, built shortly after the Boxer Rebellion when the Russians "owned" the Sungari, has fulfilled all the Chinese conditions for crawling over sand-bars, for we are now well on our way back to Harbin after a trip that everybody in Harbin declared should not be ventured at this time of year. We suspect, however, that the Chinese manager of the steamship company in Harbin that owns the *"Shanghai"* had something else in mind when he recommended this particular boat for this particular trip, our announced object being to visit the Chinese military positions at the mouth of the Sungari where was staged on October 12 China's first naval battle since the Sino-Japanese War.

Since this North Manchurian country is subject to sudden drops in temperature at this time of year when the mercury has been known to reach 25 degrees below zero, it is never safe to take a trip on the Sungari after the second week in October due to the danger of having the boat caught in the ice. If this occurs, there then ensues a period of a month while the river is freezing in earnest, when one may neither travel by water or on the ice. It means a month's stay on the boat until the surface of the river has frozen sufficiently to bear a cart, enabling a return to the home base. Then in addition to the weather complication this year, there was the complication of the Soviet Russians who "licked" the Chinese Sungari fleet on October 12 and are now, theoretically at least, in actual military control of the mouth of the river. Therefore we were in danger from two sources, the weather and the Red Russians. Hence the recommendation of the once-good-ship *Shanghai* as our means of traveling to the recent scene of military activities between the Chinese and the Reds. I asked one of the officials of the steamship company what would happen if we got caught in the ice and he replied, "Maskee, the boat's insured." I did not consider it worth while to ask him what would happen if we got caught by the Russians for I was already generally familiar with conditions in Siberian internment camps both during the World War and the present Sino-Russian "war,"—Kellogg Pact variety!

A Messenger from General Chiang

Our party consisted of two American newspapermen, of which the writer was one; a Swedish engineer who follows journalism as a sort of side-line and who on this trip represented a British news agency; one Italian journalist who represented what was explained to us to be the leading Fascist organ, and in addition there were two Chinese correspondents for newspapers in Shanghai. One of the Chinese newspapermen was accompanied by his wife, a meek little Chinese woman who apparently did most of her husband's work, for she spent most of the day and night making copies of his articles. Aside from the writing members of the party there were two officials of the steamship company aboard, one Mr. Chen Wen-zang, who was an authority on Sungari shipping, commerce and history. The official interpreter, from the office of Marshal Chang Hsueh-liang at Mukden, Mr. Wong Tseng-sze, could speak English, French and Italian in addition to his native language and once had been charge d'affaires in the Chinese Legation in Rome. It was whispered that he was a political associate of Dr. V. K. Wellington Koo and "someday if the political scenes might change Mr. Wong might be appointed to high political office," etc.... Finally, there was one other man on the passenger list whose identity remained a secret until we had reached our destination, when he emerged from his stateroom in a spick and span military uniform and was announced as General Yang Chi, a member of the Ministry of War of the National Government at Nanking who had been sent to the front for the purpose of conveying a personal message of congratulations from General Chiang Kai-shek to the troops at the front. Also he had along with him a considerable sum of money, reputed to be in excess of $100,000 which was to be distributed to the troops along with the personal message from the head of the Central Government. The message from General Chiang was translated to us and in addition to telling the troops to stand their ground against the "sly-as-a-fox" Soviet Russians, he also urged them to remain loyal to the Central Government and not be misled by the propaganda of the "reorganizationists and Communists" who at the time were trying to oust General Chiang and his associates from Nanking and remove the central government back to Peiping.

We were scheduled to depart from Harbin at 4 o'clock on the afternoon of October 23 and after assembling at the jetty were invited to the office of the manager, Mr. Wang Chi-shen, who explained to us the iniquities of the Soviet Russians who had seized eight of the steamers belonging to his company, the Northeastern Steam Navigation Company, and were holding them at the towns of Blagovestchensk and Habarovsk on the Amur. In addition it was explained that 1,190 Chinese, including passengers and members of the crews of these steamers had been interned at Habarovsk where for more than three months they had been maintaining a precarious existence on a ration of one-half pound of Russian black bread daily. Mr. Wang also stated that the steamship company had tried to send the sum of $15,000 to these Chinese prisoners at Habarovsk through the German consul in Vladivostok, but that the Reds had refused to permit the money to be used for the purchase of winter clothing and blankets, the Chinese having been taken prisoners in July, hence had no warm clothing with them. Finally it was explained that the value of the ships which the Reds had seized was in excess of $3,000,000 and that business losses due to the Russian stoppage of transportation on the Amur ran to a large sum, all of which would be charged against the Reds on the final day of settlement.

Ex-White Russian Ships

The ships which the Soviet Russians seized on the Amur constituted part of a fleet of 29 vessels and 21 barges which the Northeastern Steam Navigation Company, a semi-official concern, acquired from the White Russians, who originally owned them, in 1918, the previous owners selling them to the Chinese in order to prevent the Reds from seizing the ships when the Soviet Government established its authority in Siberia after the Bolshevist revolution. The exact terms of this transaction are not entirely clear but it was declared that the Russian consul in Harbin who was an appointee of the Czarist Government had officially approved the sale of the ships to the Chinese as a means of preventing the Reds from confiscating them. The Reds of course opposed this deal, but it was stated that they finally agreed to the transaction when the agreements pertaining to the Chinese Eastern Railway were negotiated in 1924, the Reds "exchanging" their claim to the Russian merchant fleets on the Amur and Sungari for property which the Chinese Eastern Railway owned in Vladivostok—which the Reds had seized when they came into possession of that port following the evacuation of the Japanese troops in 1922. At any rate, the Chinese now have the ships—excepting the eight which the Reds seized on the Amur last July—and in addition the Chinese also control everything on the Sungari with the exception of that small, but important portion of the river where it empties into the Amur at La-hu-su-su. The name La-hu-su-su, which is popularly applied to the town at the junction of the Sungari and Amur Rivers is of Mongolian origin. The Chinese name for the town is "Tung-kiang." According to the old Sino-Russian treaty (1860) of Aigun (name of a town on the Amur near Blagovestchensk where the delegates met) the Amur and Ussuri Rivers which form the boundary between China and Russia were to be internationalized and opened to the naval and mercantile shipping of the two countries; hence the Chinese consider the Soviet action in seizing the Chinese ships and stopping all Chinese navigation on the two rivers a most serious matter. It is a most serious matter to the Northeastern Steam Navigation Company as well as a number of other private Chinese steamship companies which have ships on the river, and have operated them so effectively that the Red Russians had not been able to recover the shipping supremacy which had been enjoyed by the previous Czarist Government.

Siberian Blankets

To get back to the matter of our trip, we discovered after going on board that someone had forgotten the important detail of blankets for the bunks in the stateroom, an obviously important detail for this time of year. Fortunately someone remembered a Chinese shop in the vicinity where a type of lanaket known as the "Siberian" was sold. These was a rush

A wheelbarrow load of silver dollars.

Not so many years ago, in Shanghai, it was the practice to conduct business by much more cumbersome methods than is the case to-day. Large payments were made in silver dollars which were transferred by wheelbarrow. Modern banking methods are responsible for the introduction of the handy check, which is a protection as well as a convenience. The methods practised by the American-Oriental Banking Corporation are up-to-date.

50 NANKING ROAD TELEPHONE 68222

THE AMERICAN ORIENTAL BANK

for this shop where we found the manager, a well-nourished Chinese, smilingly awaiting our coming, similar incidents of this character apparently having happened previously. After some bargaining, the blankets were purchased, at $32 dollars (Harbin variety) a piece. Thence followed a rush back to the ship, only to find that the steward had also sent out and purchased blankets. This made two apiece, both of which were found necessary before we had proceeded far down the Sungari. These Siberian blankets are deserving of special mention for they are life-savers in this country of long arctic winters when the winds from the Hinghan mountain range penetrate to the very bone. One blanket ordinarily is sufficient to keep one warm on the coldest nights. They are made of rough Mongolian wool and are woven to a thickness of about half an inch with the wool sticking out on each side much in the manner that the Mongolian sheep wore it originally. The Russians formerly manufactured these blankets in Warsaw, but now a Chinese factory in Harbin turns them out so like the original that one can't tell the difference.

Soldiers or Bandits?

We finally got away at 6:30 but had to stop again for customs inspection, the inspection consisting in the handing of our personal visiting cards to the Customs Inspector, an affable young Englishman, who told us we were sure to be caught in the ice or captured by the Reds. We started again, but had not got out of sight of the long Harbin railway bridge when the boat stopped again, in a more determined manner this time, for the anchor was dropped. Inquiry elicited the information that one of the steam pipes had burst and that several hours would be required for repairs. It seemed that something always happened to prevent the ship's being operated at night, which puzzle was finally solved by the Swedish engineer-journalist who could speak Chinese fluently and had been gossiping with one of the Chinese sailors. The reason for the nightly tie-up was fear of bandits, "Hunhutzes" who have a habit of coming alongside in junks and then swarming aboard in good old pirate fashion and looting the ship. The Chinese skipper on the *Shanghai* considered it a loss of "face" to admit the bandit menace, so he conveniently found an excuse for stopping the ship every night, always adjacent to some town where there was a strong military garrison. The name Hunhutze, which is applied to bandits in this North Manchurian country, is a Chinese word meaning literally, "red-bearded robber." It had its origin in the fact that the original robbera in this country were Russian bands of adventurers, hence the word "red-beard", which is still used although most of the Russian bandits have been forced out of the profession by Chinese competition. The custom now is for Chinese adventurers to join the Chinese army and thus obtain possession of a rifle and a supply of ammunition. Then they desert and join the more profitable ranks of the bandits. Now, due to the conflict between China and Soviet Russia, the bandits have become patriotic and re-joined the army, the motives being mixed patriotism and pecuniary gain, for the army is now being paid.

River of Longevity

Due to the hazardous nature of our trip, and also, according to one of the newspaperman aboard, to the thoughtfulness of the steward who had brought along a plentiful supply of liquid refreshments, we soon became well acquainted. Including the Russian (white political complexion) woman cook and her husband assistant, our party represented five different nationalities: Chinese, Swedish, Italian, American and White Russian. One of the Chinese, Mr. Chen Wen-zang, the official of the steamship company, quickly developed into the life of the party. For many years he had been stationed at the Russian town of Habarovsk as the agent of the company where he had acquired a knowledge of the Russian language. He had a fine collection of Russian stories of the folk-lore variety and was a walking encyclopedia on the Sungari-Amur district. He told us of a tribe of Tatars living near the banks of the Sungari who have been nick-named the "Yue-be-ta-tsu" tribe because their clothing is made of fish-skins; of towns, the names of which have been changed five times following their occupation by different peoples, Mongols, Tatars, Manchus, and now Chinese. One of the names, "Te-ta-tsua-tsu" indicated that the town was the "mouth" of the large mountain in the background. Mulan, another town, had been a Manchu military post two or three centuries ago, but now has degenerated into a purely Chinese commercial port specializing in soya-beans and wheat. San Hsing, the thriving town where Gen. Lee Tu, the defense commissioner for this district has his headquarters, gets its name from three prominent Manchu families who inhabited the district three centuries ago, two of them being named "Shing" and the other "San." Then a Chinese came along who became more prominent than all of the Manchus so he renamed the town "Yi-lan," the "Y" standing for his own name and the "lan" being the Chinese name for orchid, the combination of the two words signifying "beautiful family of Yi." Then there was the story of the Muan-kiang River, a beautiful stream of water which joins the Sungari near the town of Mulan. The crystal clearness of the Mu-lan-kiang was immediately observable where it came into contact with the muddy Sungari. Mr. Chen explained that there was a tradition that anyone who drank from the Mu-lan-kiang would live for a hundred years, hence when the boat stopped there was an immediate rush for the stream and a drink from the river-bank. When we got back, Mr. Chen laughed and declared that it had not been necessary for us to walk all the way to the bank of the river (nearly a mile from where the boat stopped) because the ships on the Sungari always obtain their supplies of drinking water from the Mu-lan-Kiang, and the s. s. *Shanghai* had several barrels aboard. Thus far very little water had been consumed by the passengers, but the quantity increased appreciably from then on.

Chinese Absorb Russians

While a trip over the 1,200 mile Chinese Eastern Railway from Manchouli on the Siberian-Mongolian-Siberian frontier on the West to Pogranictnaya on the Sino-Siberian border on the east serves to give some idea of the vastness and potential wealth of this North Manchurian country, it requires a trip along the Sungari to complete even a superficial survey of the country and even then there remains a vast district north of the C. E. R. and the Sungari Valley, many parts of which have never been visited by white men or even by the Chinese. Charles Leonard, member of the Southern Baptist Board and the only American missionary in North Manchuria, is authority for the statement that there are several un-named native tribes in this territory which have no written languages, hence practically nothing is known about them or their antecedents. There is no mistaking, however, the antecedents of most of the inhabitants of the Sungari Valley. They are Shantung men, almost 100 percent, who have brought with them their native Shantung dialect and customs, including Buddhist and Taoist temples. There is one place, however, where many of them have strayed, particularly along the Amur and Ussuri Rivers where the Shantung coolie farmer has annexed to his household a Russian peasant wife. He may have left a Chinese wife back in the old crowded Shantung village, but "maskee" for that, because the Chinese pioneer in Manchuria, like the Chinese emigrant to other parts of the world, always remits money "home," to the native wife who probably was selected for him in childhood by his parents. The overwhelming absorbtive power of the Chinese race is shown in these unions of Chinese men and Russian women along the 2,000-mile border between the two countries because the children of these unions, while differing physically from the majority of the Chinese, are nevertheless Chinese for all that. According to the American missionary, Rev. Leonard, there probably are 3,000,000 Shantung farmers and villagers in the Sungari Valley between Harbin and La-hu-su-su and it's probably safe to say that 80 percent of them have come in during the last ten years.

1,000,000 Chinese Immigrants in One Year

This migration of Chinese from the crowded Pacific seaboard provinces, for the past ten years cursed by civil-war and famine, has been one of the most remarkable migrations in human history. While the railways in Manchuria and east China have helped by offering reduced, or even free transportation, there has been little artificial stimulation aside from bad government in their home districts that has been responsible for this vast movement of Chinese into this new-old country. Originally Chinese coolies were recruited in Shantung and Chihli provinces by the Russians for use in the construction of the Chinese Eastern Railway. This was approximately a third of a century ago. Many of these coolies remained and wrote home to their friends. Thus the migration started and has continued in constantly growing momentum in recent years, 1,000,000 having come into North-Manchuria from Shantung and Chihli provinces last year. This year the number from Shantung and Chihli has not been so great, but Honan province in central China has now begun to export its population to Manchuria, more than 30,000 from that province alone having arrived in the Nonni River Valley north of Harbin this past summer. The effect of this migration has been to make this country a *Chinese* country despite the imperialistic inclinations of Japan and Russia, the two nations which have tried to colonize and dominate it. The Sungari Valley is an excellent example of what Chinese immigration has accomplished, for even as late as ten years ago the Russians practically dominated this area. Now there is no Russian business and only occasionally is a Russian to be seen and he usually is found to be in the employ of some Chinese company. As for the Japanese, there probably are not a half-hundred in the entire Sungari basis and even with the support of their home government, they can't stand up against Chinese competition. While the Japanese have been able to maintain their foothold in South Manchuria through their government-owned South Manchuria Railway and large Japanese garrisons at practically every town along the S. M. R., they have been unable to accomplish anything in the Sungari Valley and very little of consequence anywhere in North Manchuria outside of the city

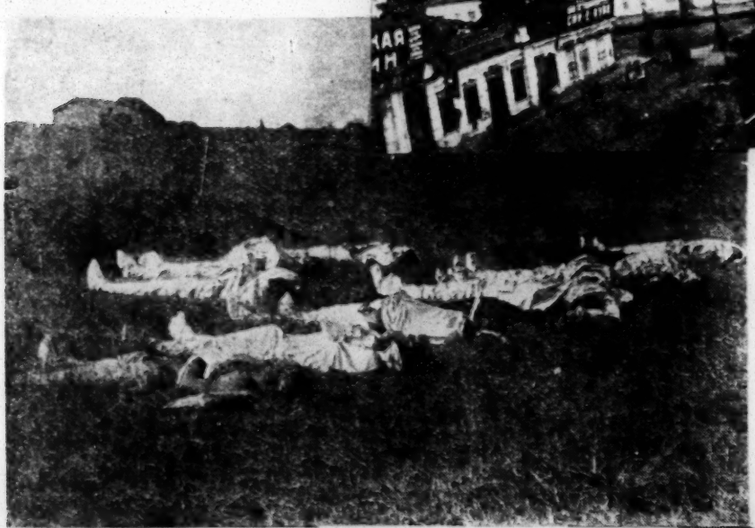
(*Continued on page 458*)

THE TRAGEDY AT LAHUSUSU

(Photographs Exclusive to the Review)

Left: Some of the Chinese who were killed in the Sino-Russian battle at Lahususu, the Chinese losses being in the neighborhood of 800, including soldiers, marines and sailors.

Right: This picture was snapped by a newspaper correspondent a few seconds after a Russian shell fired at Manchuli exploded, resulting in considerable wreckage in the city. On the brow of the distant hill may be seen the pillar of smoke rising from the Soviet guns.



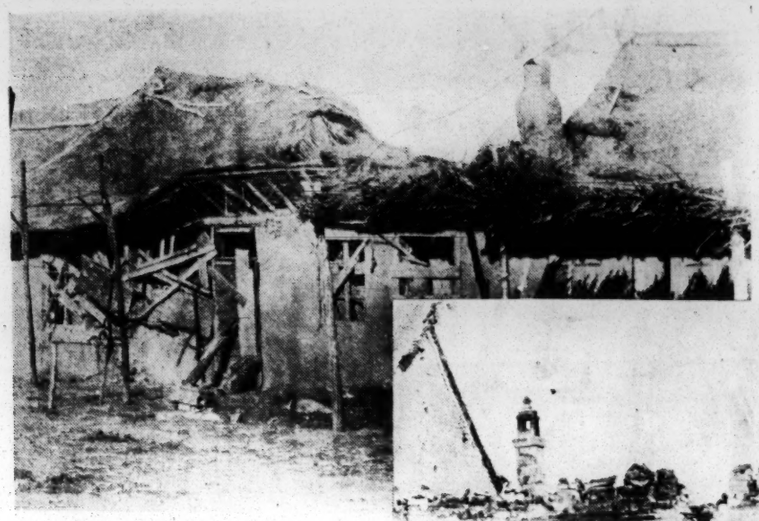
Left: The coffins for these corpses—soldiers who defended the Chinese border against the Soviet incursions at Lahususu—were supplied from funds subscribed to by Chinese in Harbin and Mukden.

Right: Wreckage of of the headquarters of the Chinese Marine corps at Lahususu.

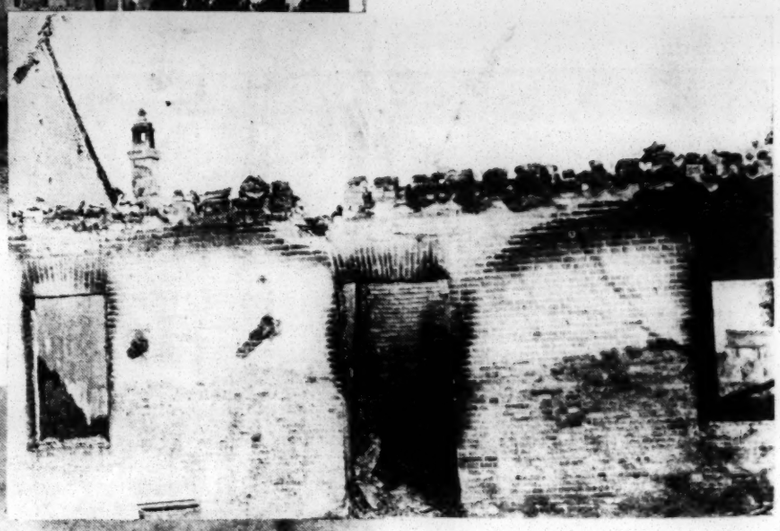
Left: Cap. Whang Shuen of the Chinese gunboat "Li Sui" which was seriously damaged in the battle of Lahususu, but which managed to escape the Soviet fleet and steam up river under its own power to Fuchin. The Captain is here shown standing on what remained of the vessel when it reached Fuchin.

VICTIMS OF SOVIET BOMBS AND GUNFIRE

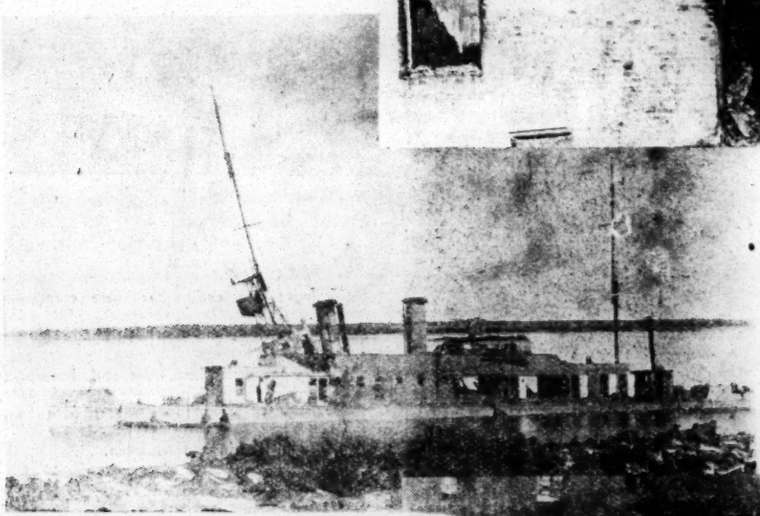
(Photographs Exclusive to the Review)



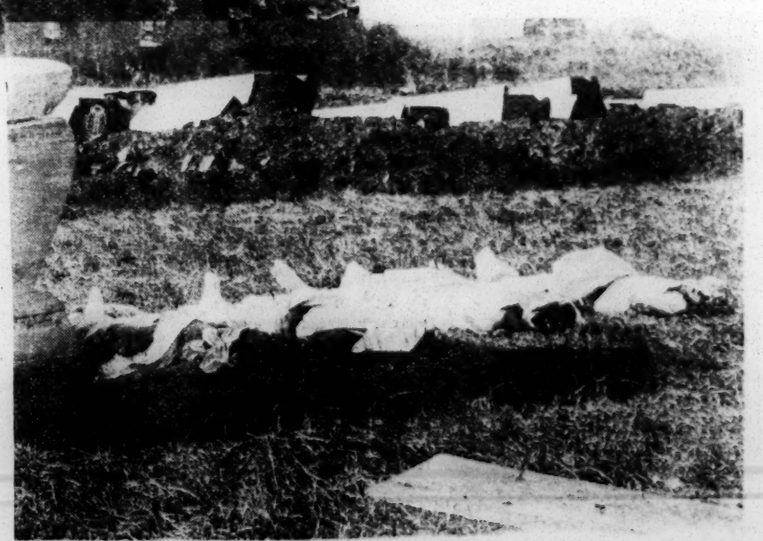
Left: What a Russian air-bomber did to a row of Chinese houses in Fuchin, when the Soviet raid of November 30 was carried out. It is now estimated that $2,000,000 is the total result of the destruction effected on Chinese property in the Sungari and Amur rivers region from the Soviet incursions.



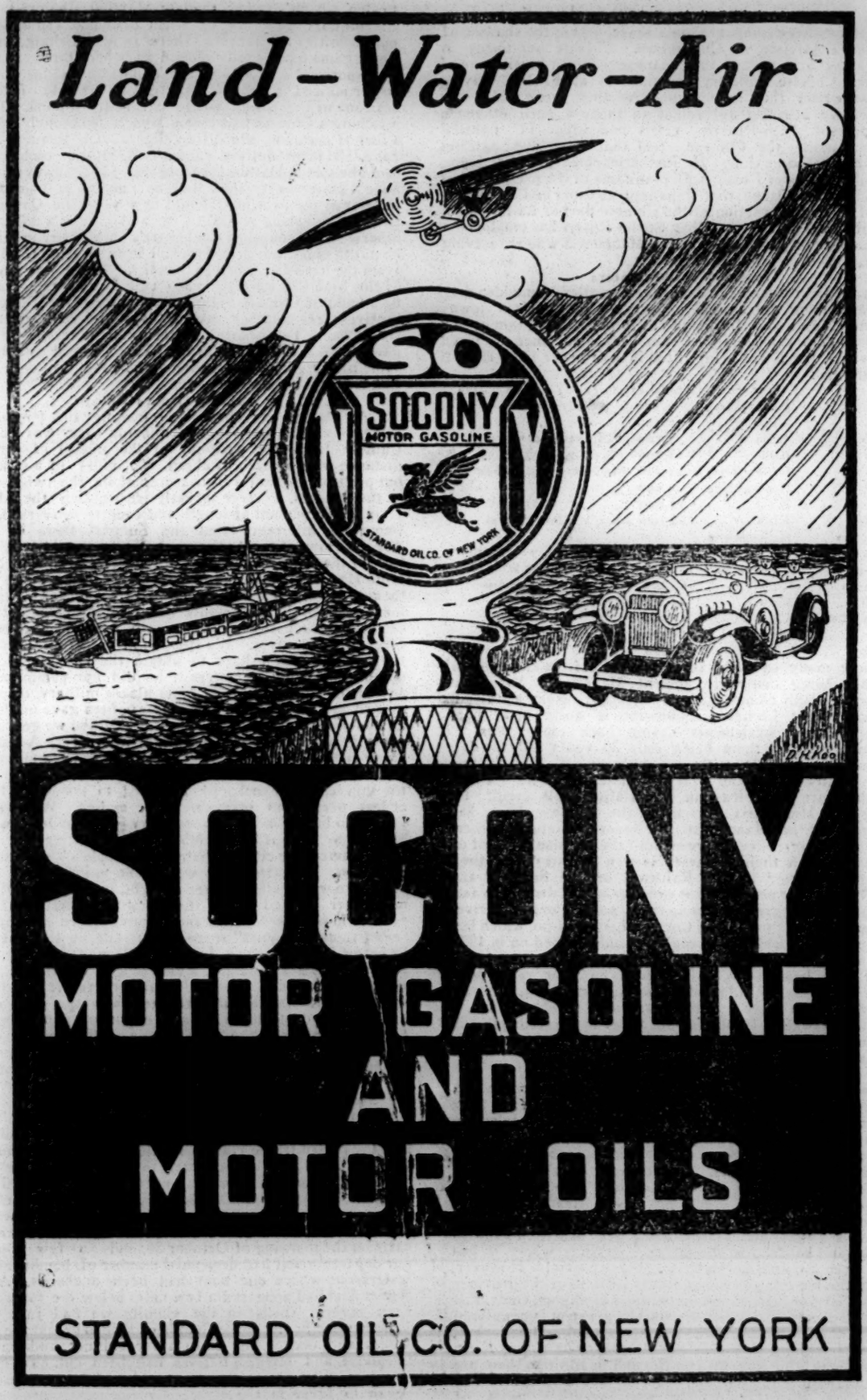
Right: Another bit of evidence of the wreckage of Chinese property during the Soviet naval bombardment on October 12 of the Chinese city of Lahususu.



Left: What was left of the Chinese gunboat "Li Chieh" after the Soviet air raiders had completed their work during the battle of Lahususu, which occurred on Oct. 12. This ship and a sister vessel, the "Li Sui", were built by the Germans and were taken over by China at the time of the World War. Very few of the Chinese sailors on the "Li Chieh" escaped alive.



Right: More corpses of Chinese sailors, marines and soldiers, who were killed when the Soviet fleet entered the harbor at Lahususu, and together with land and air forces, systematically sacked and pillaged, in the end driving most of the surviving population as refugees to the nearby village of Fuchin.


Land-Water-Air
SO
SOCONY
MOTOR GASOLINE
N
Y
STANDARD OIL CO. OF NEW YORK
SOCONY
MOTOR GASOLINE
AND
MOTOR OILS
STANDARD OIL CO. OF NEW YORK

A WINTERY TRIP ON THE SUNGARI TO LA HU SU SU

(*Continued from page 454*)

of Harbin where they are, in a sense, within the shadow of their large garrison at Changchun. Chinese sentiment in North Manchuria toward the Japanese is most hostile, one of the high Chinese military commanders at Fuchin having told the writer that he was positive that Japan and Soviet Russia have a secret agreement to support each other in the present Sino-Russian crisis and that in fighting Soviet Russia the Chinese feel that they are fighting Japan at the same time. He furthermore alleged that Japan is supplying Soviet Russia with munitions in the present crisis and made the charge that Japanese aviators and air-planes assisted in the destruction of the Chinese fleet at La-hu-su-su. A further allegation was that Soviet Russia has employed a large number of Japanese in North Manchuria who are serving the Russians in an espionage capacity.

Sungari Trade Centers

As for the resources of the Sungari valley, some idea may be gained from the annual exports of the various towns between Harbin and La-hu-su-su, which the captain of our s.s. *Shanghai* considered of sufficient importance to merit brief visits, the towns being listed in their order from Harbin down-stream:

City	Province	Annual Export (tons)	Remarks
*Litatsuitse	Heilungkiang	7,500	Chiefly soya beans.
Niaoho	Kirin	7,500	,, ,, ,,
Shihtoho	Kirin	7,500	60% beans, 40% wheat.
Shuitiau	Kirin	22,500	,, ,, ,, ,,
Mulan	Heilungkiang	12,600	soya beans, 2,400 wheat
Tungho	Heilungkiang	15,000	,, ,,
Yihantung	Kirin	12,000	,, ,, 15 tons wheat.
San-shing	Kirin	60,000	beans, also furs & herbs.
Chuliangtsun	Heilungkiang	900	,,
Tong-yu	Heilungkiang	900	,, also fire-wood, lumber.
Lieuhua-po	Heilungkiang	105,000	coal from Holigan Mine nearby
Chia-mo-ssu	Kirin	67,500	soya beans, 20,500 wheat.
Huachun	Kirin	15,000	,, ,, 7,500 ,,
Hsinchengchen	Kirin	13,000	,, ,,
Fuchin	Kirin	43,500	,, ,, 19,500 ,,
Tungkiang	Kirin	3,000	,, ,,

While many of these towns are old from an historical standpoint, being originally ancient Manchu or Mongolian settlements, their commercial development, from a Russian, or more recent Chinese standpoint is quite new, none of the Chinese settlements dating back more than 55 years and most of them being only 30 years old, the date corresponding roughly with the opening of the Chinese Eastern Railway by the czarist Russians. The Chinese must therefore give Russian imperialism full credit for opening up Manchuria for while the Chinese have had military posts in Manchuria for several centuries, there was no commercial development until the Russians opened up the country with their Chinese Eastern Railway and their shipping (supported by the Railway) on the Sungari and Amur Rivers. The population is growing in this district so fast the steamship companies open up new ports along the river every year. For example, the town of Lieu-hua-po, which last year exported 105,000 tons of coal, was only opened up in 1925. The town of Hsinchengchen, which last year exported 13,000 tons of soya beans, was only opened up four years ago. Fuchin, the present headquarters for Admiral Shen, was only incorporated as a town twenty years ago. Today it has a population of 140,000. Chuliangtsun, a port on the Heilungkiang side of the river, which last year exported 900 tons of beans is less than ten years old.

Rich Field for Hunters

The significance of this development and its connection with Russian enterprise (czarist Russia) may be realized from the fact that Kirin province, from the date of its organization 200 years ago to the date of the opening of the Chinese Eastern Railway, only had four towns of any consequence—Kirin, the provincial capital, Hunchun, Ningata and Yi-lan. Now the province is dotted with prosperous towns both along the railway and the Sungari, Amur and Ussuri Rivers. Also it is important to note that there practically are no towns off the railways or rivers, the reason being the unsettled political conditions and banditry in the interior districts where it has not yet been possible to establish military control. However, it is from the interior and mountainous sections of the province that most of the furs, an important item of export, come, this section still presenting one of the world's greatest unexplored fields for the hunter, big game as well as small. The largest and most ferocious tigers in the world come from Kirin province along the Russian frontier and in addition there are bears, lynx, panthers, wild-cats, deer, elk and wild-boar. The two life-like stuffed tigers in the reception room of Marshal Chang Hsueh-liang's office at Mukden, which always excite the admiration of visitors to the Young General's headquarters, came from Kirin and were presented to Gen. Chang's father, the late Marshal Chang Tso-ling, by the military governor of Kirin province. In addition to the opportunities for hunting, there is also fishing, some of the finest game fishing to be found anywhere for those who enjoy this sport. As proof of the opportunities for fishing, the writer noticed a crowd gathered at the side of the Sungari near one of the towns where our boat stopped. They were watching a Chinese fisherman land a 200 pound "yellow-fish" a sort of sturgeon, which the cook on our steamer purchased for $75 Harbin dollars (about G. $25), the cook claiming it could be sold in Harbin for more than $200. However, those who have a desire to try their luck as hunters or fishermen in the interior of the province, should first visit the Governor, Gen. Chang Tso-hsiang at Kirin City and obtain a military escort, otherwise the consul of the hunter's nationality in Harbin may be put to much worry and trouble in extricating the adventurer from the hands of Chinese bandits. There was an incident of this kind this summer when two Britishers were captured by a band of Chinese "Hunhutzes" along the Sungari. The captives were held for several days and only released upon Gen. Chang Tso-hsiang's agreeing to take the entire bandit gang into the Chinese army. This he did and today this same bandit gang is occupying an honored position in the front line trenches near Pogranictnaya.

Admiral Orders Return

As stated, our purpose in making the trip down the Sungari at this particularly difficult time, was to visit the Chinese front-line positions at the mouth of the river, a distance from Harbin of about 500 miles in a straight line, but probably 800 miles if measured along the twists and turns of the Sungari, a river greatly resembling the Mississippi from the standpoint of length and country traversed, with the important difference that the Sungari flows in a general direction toward the Arctic circle while the Mississippi flows toward the semi-tropics. As we proceeded down the river from Harbin we met a constant string of steamers, many of them with barges, all loaded with soya-beans, wheat and human cargo, the inhabitants being intent upon getting their crops to market and themselves to a safer place before the freezing of the river. We stopped at numerous places where the captain went ashore to obtain the latest news, but if he obtained anything of interest, he did not communicate it to any of the passengers. At some places military officers came aboard and amidst numerous glasses of tea gave us their views and opinions on the Soviet Russians. When we got to Fuchin, about 20 miles from the mouth of the river, Admiral Shen Hung-lieh and General Lee Tu came aboard and announced that we were spending the day at their headquarters. Since the ship had been anchored and tied to the shore in a more or less permanent manner, we complied. We were then invited to luncheon by both military commanders who were assisted by various local celebrities representing the chamber of commerce, the city magistrate, "people's" representatives and so on. The afternoon was spent in inspecting the town and there was another dinner at night, in the midst of which a messenger arrived from the "front." There was a conference in whispered tones and Admiral Shen announced that "everything was quiet" at the front, but he thought it would be better for us to turn back the *Shanghai* early the next morning. We had planned a visit to a Tatar village about six miles away, but a Chinese Admiral's orders are law, hence we made preparations for an early get-away the next morning, but before departing had an opportunity to inspect the battered remains of the "*Li Sui*" one of the Chinese gunboats which had served as a target for the Soviet Russian fleet at La-hu-su-su on October 12, some seventeen days earlier.

Navigation Season Officially Closed

Since this was only twenty miles from the front with the Red navy in control of the mouth of the river, it didn't require much argument to convince most of the members of our party that the return trip to Harbin should be started immediately. The s.s. "*Shanghai*" cast-off early in the afternoon, the Admiral displaying considerable anxiety until the ship was well into the stream. This was on October 29. When we reached San Hsing, an important military headquarters on the way back, we learned that Soviet airplanes had appeared over Fuchin early on the morning of October 30, only a few hours after our departure and had dropped a number of bombs along the waterfront where our boat had been anchored. Also the Soviet fleet had appeared a few miles below the town and had fired several shells in the vicinity we had just vacated. Whether the Soviet forces had been able to defeat the Chinese forces and occupy the town we could not find out as the telephone and telegraph lines had been cut. To make the situation still more interesting, cold weather set in and ice began to form in the river. By the next morning the s.s. "*Shanghai*" was carrying a ton of ice on the housing of the paddle-wheel and the state-rooms had become so cold that it was necessary to remain in bed to keep from freezing. When we got back to Harbin, the Captain solemnly informed us that this trip of the s.s. "*Shanghai*" had officially closed navigation on the Sungari until next season, some six months in the future—providing of course, the Reds do not close it permanently.

**Note:—Since the figures in the foregoing table, which were taken from a report of the Northeastern Steam Navigation Company, do not correspond exactly with the Customs statistics for the larger towns, the writer cannot vouch for their accuracy in all cases.*

Sun-Maid
Raisins

Nature's
Sweetmeat

IN almost every branch of athletics brawn and weight are yielding to brain and speed.

Even in fastest action Keds' soles grip surely on ground or floor. They are of the springiest rubber, strong and sure-gripping—yet not heavy on your feet.

Keds' uppers are light, too. But they're strongly-built to protect your ankles and foot muscles against sudden twists and sprains. And the special Feltex innersole gives comfort every minute Keds are on your feet.

Ask for them by name. *And be sure the name Keds is on the shoe.* That is your guarantee of getting genuine Keds value.

They are not **Keds** *unless the name Keds is on the shoe.*

Made only by the United States Rubber Co.

For Sale By All Dealers

"Balashin Sai"

This Wonderful Balashin Sai is very effective in curing the following diseases such as:—

Cough, Indigestion, Nauseating, Vomiting Increased Salivation, Furred tongue, Gum-boils, Foul breathing, Continuous spitting, Thirstiness, Tiredness, Dizziness, Sea-sickness, and Stomach-ache, etc.

ENG AUN TONG

The Tiger Medical Hall

89 N. Szechuen Road Tel. N. 2736

The Opium Commission in Malaya

(By the Review's Correspondent.)

Singapore, Nov. 10

THE Opium Commission composed of E. E. Ekstrand, formerly Swedish Minister at Buenos Aires, Max Leo Gerard, Director General of the Amortising Fund for the repayment of the public debt of Belgium, Dr. Jean Havlasa, former Czecho-Slovakian Minister to Rio de Janeiro, and M. Renborg, Secretary of the Commission, sent out to Malaya by the League of Nations, recently visited here before proceeding to Kuala Lumpur and thence to Ipoh.

The objects of the Commission's trip are: to inquire into and report upon the situation in the Far East, of governments which agree to such inquiry, as regards the use of opium prepared for smoking; the measures taken by the Governments concerned to give effect to the obligations undertaken in Chapter 11 of the Hague Opium Convention of 1912, and in the Geneva Opium Agreement of 1925; the nature and extent of the illicit traffic in opium in the Far East, and the difficulties caused in the fulfilment of those obligations; and finally to suggest what action should be taken by the Governments concerned, for consideration by the League of Nations.

The Geneva agreement laid down that as soon as the League was satisfied that poppy cultivation had been brought under control it would declare the opening of a fifteen-year period during which opium smoking must be completely suppressed. Whether that period is imminent or not depends on the opinions formed by the Commission and the result of their report to the Council of the League of Nations.

Reception to the Commission

On the arrival of the Commission here, they were the guests at a dinner at Government House by the Officer Administering the Government, John Scott, C. M. G., and Mrs. Scott. The Commissioners were later entertained at a dinner given in their honour by the Chinese community at the Garden Club. Over two hundred persons representing the various sections of the Chinese community were present.

"An Awful Ogre."

Dr. Lim Boon Keng, O.B.E. (President of the University of Amoy), presided over the meeting.

The Chinese, Dr. Lim said in the course of his remarks, by tradition had always looked upon the opium evil as an awful ogre, a terrible man eater to consume the people, but the infatuation of the drug was so great that although they knew the evil there was an increasing number of addicts.

Dr. Lim further said that he was speaking as a representative of the Chinese when he said that no burden would be too heavy in order to get rid of opium and it seemed to him that the coming of the Commission might be an omen of deliverance not only to the Straits Settlements but also to the whole of mankind from this curse of opium.

Mr. Tan Kah Kee's Speech

Tan Kah Kee said that he was present as a representative of the various Chinese communities to welcome the members of the League of Nations Opium Commission. He had been informed by A. M. Goodman that the League had appointed three gentlemen from Europe to come to Malaya to investigate the question of opium smoking. He was asked to form a committee in order to gather information for the commission's inquiry. He had called several meetings of the various sections of the Chinese community in order to discuss the matter, in consequence of which nine gentlemen had been chosen to serve on the committee. Their names had been submitted to Mr. Goodman with a request that they should be forwarded to the commissioners.

As the dinner was given in honor of the delegates, Tan Kah Kee said he was not going to speak on the subject of opium in Malaya but would confine his remarks to the situation in China. The position of an opium-smoker in Malaya was unlike that of an opium-smoker in China. In China he had the advantage of having his relatives, who could help him when in straitened circumstances, but the same could not be said of an opium-smoker who came to Malaya with no relatives. With no one to check his opium propensity, he became miserable, and eventually found himself wallowing in poverty and awaiting death.

White Russians Form Relief Association in Hailar

BY I. A. COOKLIN

A Relief Association has been organized here to meet conditions in the Three Rivers District resulting from the recent incursions of the Soviet partisans into the District. The Association was formed here on the initiative of V. D. Narbut, Director of the local Russian School. Persons invited by Mr. Narbut to participate in the relief work held their constituent meeting on October 18 when they elected the Executive Committee. Mr. Narbut accepted the presidency V. S. Korotsoff, representative of the International Savings Society, became secretary, and G. N. Klepatchoff, manager of the Thrift and Investment Corporation, Hailar Branch, was elected Treasurer. T. L. Lilliestrom, Vice-Consul of the U. S. A., then staying at Hailar, became an honorary member of the Association.

To secure funds a subscription list was circulated by the Association among local firms and wealthy individuals. This brought in $1,200 in Harbin currency. In addition to this sum $800 were received from a similiar Association in Harbin, and $235 from the Harbin Refugee Relief Committee the total amount being $2,235, local currency. Of this sum $400 was sent to the Branch of the Association at Yakishi so that relief might he rendered to the widows and orphans of Tanikay and Tchinkere villages raided by the Soviets at the beginning of October. The balance is being spent for the support of 25 families which the Association has been able to house, thanks to D. M. Vorontzoff who placed some buildings of his at the Association's disposal.

500 in Distress Want Immediate Relief

According to conservative estimates there are 500 people, largely women and children, who ran for their lives from the small villages scattered along the Chinese bank of the Argun river that had been raided by the Soviets. These homeless destitutes are concentrated principally at Klutchevskoy and Dubovskey, villages in the Three Rivers District. They live on what the inhabitants of those villages donate to them. Most or nearly all of them left their houses in great haste and in the night time while the raids on their villages were being made. In their great fright and hurry they were unable to take their indispensable portable property along with them. Two men came here a couple of days ago as delegates from these sufferers to ask the local Relief Association for aid. The Association is planning to send some clothing and food stuffs to the refugees and then bring them to Hailar.

Thus, the Russian emigrant communities and their Association are doing their best to render relief to the distressed, but possessing but scanty means they are not able adequately to cope with the situation which will become more acute in the winter.

Population Terror Stricken

All the inhabitants of the Three Rivers District are said to live a life of terror. While the weather was warm the villages would be deserted at nights, for the inhabitants, fearing raids, would leave their houses late in the evening and after spending the night in hiding, using for this purpose stacks of hay in the fields and thickets of bushes, would return home in the morning. Now, as no detachment of the Reds is supposed to be in the territory of the District and the Argun river is thought to be unnavigable because of the autumn ice flow, the population is more or less at ease. But in a week or so the Argun will be completely frozen over, which fact the harassed population regards with anguish, as the ice bound river will then cease to be a serious obstacle to the Soviet activities. They tremble with fear at the thought of new raids, but they lack courage to move to another place of safety because such a removal would mean desertion of their remaining live stock, the fundamental factor of their economic life.

In the gloomy prospect for these unhappy peasants as well as for the most part of the Russians in Manchuria there remains a bright hope for a speedy amicable settlement of the conflict. But the hope is small and feeble in the surrounding gloominess.

Five Million Slaves

A book entitled "Slavery," by Lady Simon, wife of a prominent British Liberal, states that the world still contains five million slaves. China together with Abyssinia and Arabia, are cited as being "black spots."

RADIO

Waits to

SEREV

CHINA!

Cheap communications are the basis of all trade.

We stand ready to assist the Chinese Government to attain its rightful position of *full control* over its national communication terminals and lines.

We believe the early consummation of the Chinese Government Radio projects will materially help to accomplish this object.

R. C. A. COMMUNICATIONS, INC.

When You Think of PAINT Think of CAMPBELL

H. B. Campbell

46 Szechuen Road,
Shanghai.

SHIRT MAKERS

Toyo Murakami

SHANGHAI

東洋行 ART & CURIO DEALERS

26 Kiangse Road *Tel. 12319*

Subscribe to

The China Weekly Review

$12.00 per year

Hankow Labor in 1929

BY F. F. A.

ONE of the greatest contributions of the Bureau of Social Affairs in different districts in China is their social survey statistics. It is far better for the Governmental institutions to conduct such work, because it requires a large staff, which it is hardly possible for an individual or a small educational institution to afford. Moreover, the support of the government and the police make the Bureau of Social Affairs a more convenient organ through which to conduct such studies. In short we can say that this is one of the improvements of modern China: to study the existing social condition by scientific means first, in order to promulgate laws or regulations to control or protect the people. The *Review* has printed from time to time labor surveys of Shanghai and Peiping. In the monthly publication of the Bureau of Social Affairs of Hankow for September there are some statistics on factories and laborers in Hankow and Hanyang. The survey was started at the end of last year and continued in the early part of 1929. Factories studied are all owned by Chinese. But several large Chinese factories, such as Hanyang Iron Works, unfortunately are not studied, owing to the fact that various establishments are temporarily closed because of the instability of the present political situation. The total of factories studied in Hankow and Hanyang is 207.

The Number of Laborers

There have been no previous statistics on the number of laborers in this district. It is difficult, because they are of such widely varying employment. We have factory workers, wharf coolies and vehicle pullers. The Local Party Headquarter made the following table, which was obtained from a recent survey by the organization:

Category	*Total number*	*Percentage*
Factory workers	18,106*	33%
Wharf coolies	18,599	34%
Vehicle pullers	18,100	33%

Among the factory workers we have the following classification:

Category	*Total number*	*Percentage*
Male workers	7,639	42%
Female workers	9,700	54%
Child workers	767	4%
Total	18.106*	100%

According to the survey of the Bureau of Social Affairs of Hankow the factory workers are distributed in the following industries:

Category	*Male*	*Female*	*Child*	*Total*
Spinning & weaving	407	1,231	313	1,951
Match-making	357	1,083	68	1,508
Electricity works	824	8	14	846
Silk filature	28	432	302	762
Machine making	417	—	99	516
Hoisery-weaving	200	79	87	366
Dying	295	—	56	351
Rice-grinding	334	—	—	334
Flour	276	—	—	276
Printing	221	—	42	263
Tea	200	—	—	200
Glass-making	195	—	—	195
Tobacco	48	132	—	180
Towels	26	75	56	157
Soap & candle-making	108	10	7	125
Water works	98	—	—	98
Others	1,170	230	192	1,592
Total	5,204	3,336	1,180	9,720

* Including the workers in foreign-owned factories.

Taking the above table of the Bureau to compare with tthe figures obtained by the Local Party Headquarters we have he following comparison:

Bureau	7,630 males	9,700 females	767 child workers 18,106
Party	5,204 „	3,336 „	1,180 „ 9,720

Following is a table of the distribution of workers in the foreign-owned factories, most of whom are female laborers:

Factory	*Male*	*Female*	*Child*	*Total*
Hun-mou-tai-po-chan	1,000	2,000	—	3,000
B.A.T. factory	610	1,913	240	2,763
Pin-Ho-tai-po-chan	150	200	—	350
Mei-cha-chih egg-factory	150	300	—	450
Shun-chen egg-factory	160	250	—	410
Tai-an weaving-factory	600	1,300	240	1,900
Total	2,670	5,963	240	8,872

To sum up, we have in Hankow and Hanyang altogether 18,106 factory workers. Of these, according to the Local Party Headquarter, 8,873 are workers in foreign-owned factories. This is not far from the survey made by the Bureau which amounts to 9,720. We may conclude by saying that in Hankow and Hanyang there are 8,873 factory workers in foreign-owned factories and about 10,000 workers in Chinese owned factories.

Hours of Work in the Factories

As to the hours of work the Bureau has the following table:

Industry	*Maximum per day*	*Minimum per day*	*Average*
Milling	12 hours	12 hours	12 hours
Weaving	12	12	12
Umbrella	12	12	12
Hoisery	14	8	10.54
Dyeing	12	8	10.20
Machine-making	12	8	10.20
Glass-making	12	9	10.30
Water-works	10	10	10
Rice-grinding	12	8	10
Silk filature	11	9	10
Tailoring	10	10	10
Printing	12	8	10
Electricity	11	8	9.30
Soap	12	8	9
Tobacco	11	8	8.40
Tea	8	8	8
Match	8	8	8
Toweling	10	5	6.50
Average			10 hours

Wages of Factory Workers

The third important item about labor is wages. As for this the Bureau supplies us with the following table:

Industry	*Male*	*Female*	*Child*
(average wages—calculated in Mex. dollars)			
Water-works	20.00		
Milling	18.39		
Weaving	18.00	18.00	
Electricity	17.84	4.00	1.79
Tailoring	17.35		
Machine-making	14.77	—	1.74
Silk-making	14.00	11.46	7.00
Soap	12.52	6.50	3.00
Tea	10.00		
Printing	9.79	—	1.00
Tobacco	9.44	8.88	
Match	9.00	5.00	3.00
Dying	8.79	—	2.26
Rice-grinding	8.38		
Hoisery	8.03	5.56	2.03
Glass	7.87	—	1.65
Average	16.83	10.92	5.45

If we take the average wage of Shanghai and Peiping in comparison we will see that the Shanghai workers are far better off than those of Peiping and Hankow. This is shown in the following table:

(*Continued on page 463*)

New Books of Interest in the Far East

The Long Horizon

Far Wandering Men, by John Russell. W. W. Norton & Co., Inc., N. Y. 265 pp., G$2.50

The publishers advertise this as the first book by John Russell in six years. We are sorry to have missed the last one, "Where the Pavement Ends," if it measures up to these stories of men lured by the "long horizon" to such unusual and stirring grappling with life. For of the ten short stories included in the volume, there are at least six that are worth waiting a year apiece for, and there are two worthy of being read with the best that ever was spun from the glamorous pens of Conrad, Stevenson or Kipling.

There is one rather impossible tale; a bit too fantastic even for a Chinaland background. "The Yellow Finger" it is called: a story about a beachcomber who gets lost in an Invisible Alley in the present-day native city of Shanghai. He enters this street in something of a stupor, and comes out alive, the first of the white race ever to do so according to Mr. Russell, simply because he happened to have had a Chinese finger grafted on to his hand after one of his own had been shot off during the war. The *Lao-hu* and his band of rogues who hold forth in the Alley are quite prepared to slash the adventurous blond god to the traditional thousand and one pieces, when suddenly the potential corpse thrusts out his hand and gives the *Lao-hu* the secret grip—oh, purely by accident—because of this yellow finger, which being a useless appendage, always remains curled up in the palm of the hero's right hand. Now Mr. Russell ought surely to know that although it may be an old English custom to shake hands in such embarrassing moments as this, it is not exactly Cathayan. No one ever heard of a Chinese extending his palm to his blood brother, even less to a gentle stranger whom he intended to kill. So it is with some sacrifice of veracity that Mr. Russell introduces this masonic instrument to facilitate his plot. There have been many secret societies in China since the days of the Yellow Emperor, some of them made up of bandits and swordsmen and alley rats such as the *Lao-hu* and his gang in the Invisible Alley, but none of them ever used a "grip" for the purpose of mutual recognition. Such a thought is not in accord with the Chinese conception of villainy—it is too collegiate. Of course if Mr. Russell had been describing a group of modern Chinese rascals of the western-educated sort, who do make use of the hand-shake, his story might have been more plausible; but he distinctly states that they are of the old school and of a very ancient order indeed. Other discrepancies destroying the convincing quality of this story are the facts that the native city wall in Shanghai has long since been completely destroyed; and that thieves and cutthroats in this savory village no longer use the cumbersome sword, but prefer nicely maxim-silenced colts. One believes that the author should have stayed longer in China.

The story of Jennie May and Jimmie Wayver, that is called "The Bright Reversion," is as fine a thing of its kind as we have ever read anywhere, anytime. It ought to last for a long generation. In it is a superb example of what can be done with the short story under the skilful artistry of a master. With all the necessaries of good fiction, it rings soundly true; it leaves one a little limp it is so nearly perfect. The author wins rare pinnacles of beauty in his descriptions of Hawaii, of Waikikian romance, of the breath of flowers and the voice of Jennie May. He says of the latter:

"While she sang, nothing else mattered. You know Jennie May's voice was never just singing. Something simply reached down inside and plucked the hidden soul of you and by incalculable magic moulded it at will; with pride, with grief, with yearning; with surrendered love of passionate dreams—and dismissed it back to you at last a reluctant prisoner in a shimmer of wings... Yes: and I have known some pretty tough and disreputable folk who saw wings when Jennie sang.... Never mind."

And of Hawaii he writes:

"It was one of those nights when the moon hangs like a big bright melon and the little crisp waves of the lagoon are so many scattered slices along its velvet pathway. When the gentle wind presses against your cheek as a wanton expiration, warm and spiced. When the flaunting fronds of the palm trees beckon you on and whisper that this moonlit road is the very road you have sought all your life, that leads to happiness at last. True! Such things still occur outside of comic opera sets—before you are too old, go and see for yourself."

Scattered through his stories are a dozen or more gems like these, yet they are inserted rather bashfully, as though the author were in a hurry to get on with the story. Always apologetically he proceeds. And his manner is that of the most genial and humorous of story-tellers. It is as though one were a privileged listener in a charmed circle around some roaring fire.

"Powers of Darkness" is another worth reading over, relishing, treasuring. It is a toss-up for second place among the ten tales of the book with "The Fire Walker." Or possibly, "The Primitive." But why make a selection: all three are rich rewards to the lover of the short story told with a magic grace. None of them can be explained in a brief synopsis, for the superlative charm of them lies in the style of a near-genius. But each in some manner expresses the fine triumph of some vigorous instinct.

Mr. Russell has written of wanderlust with understanding. He knows its victims because he is one of them. He has made articulate the sharp poignancy that sends men from people and friends and security to the fringes of the earth, in search of another color in the sky, of a new aromatic sensation, of introspective eyes behind wondrous strange features, of adventure, of forgetfulness—of all the urges that are behind the footsteps of world-forsakers.

You will do well to buy this book. If you do, it will soon be ranged alongside your more beloved volumes. It is so seldom that one meets up with a book of such remarkably moving narrative nowadays, that we may be pardoned if we exclaim that who fails to read "Far Wandering Men" is rather to be pitied.

E. S.

Boris P. Torgasheff Receives Recognition at Honolulu

Coal, Iron and Oil in the Far East, by Boris P. Torgasheff, Honolulu: Institute of Pacific Relations. 1929,

This is a digest covering 63 pages of a manuscript with the same title, compiled by Mr. Torgasheff, who is well known to readers of *The Review* for his articles on mineralogical subjects. Minute details covering the situation as regards these minerals is given concerning, China, Japan and Siberia. The general reader will be interested in the author's statement that bad geological formations make Chinese coal mining both difficult and expensive. Japan is cited as being poor in coal reserves, with coal of inferior quality. With reference to iron, China, with little less than a third of the world's population, is stated to have only about a tenth of the iron resources of the United States.

HANKOW LABOR IN 1929

(*Continued from page 462*)

	Industry	*Average per month (male, female, child labor)*
Shanghai...	(1) spinning and weaving.....	$20.66
	(2) chemical products	19.99
	(3) Machinery and building.....	26.40
	(4) Food Products.....	20.14
Peiping	(1) Weaving.....	11.50
	(2) Rug-making.....	13.50
Hankow ...	(1) all industries.....	11.06

What is the living wages for workers in Hankow? The following estimate is made in Mr. Boris P. Torgasheff's article on "The Cost of Living Of China's Masses" published in the *Review* of August 3, 1929:

Hankow, Wuchang and Hanyang. While an adult common workman for his normal existence must earn not less than Mex. $9-10, there have been registered instances of families of 4 to 7 persons living on a total income of Mex. $12-15 per month, and single common coolies working on a monthly wage of Mex.$ 3.00-5.50.

In reading the above account, one must bear in mind that the standard of the masses is the so called "minimum of living", which means a living with few, if any, provisions for education, health, savings, etc.

These amounts are only sufficient for the masses to fill their stomachs with hard rice, clothe their bodies with rags, and sleep in huts, or damp, dirty quarters.

The Problem of Manchuria

BY SHINGORO TAKAISHI

(Editorial Director, the Osaka Mainichi)

MANCHURIA has often been called, not without reason, the Balkans of the Far East. Conflict of interests in the obscure eastern corner of Europe proved capable of precipitating a war that had no parallel in the history of mankind. Can we be assured that the maladjustment of international claims in Manchuria will not bring about a similar catastrophe? At this very moment Russia and China are in tense relations along the border lines of Siberia over the issue of the Chinese-Eastern Railway. There is also conflict between China and Japan in South Manchuria, which if not quite as acute, must be recognized to be much more serious in its bearing. What do all these ominous forebodings suggest?

The problem of Manchuria, like most other international disputes, had its origin in forces of historical circumstance. In order to preserve the neutrality of Korea against Chinese encroachment, Japan had to declare war on the Mandarin Empire. The Chinese enmity subsequently stirred against the Japanese was just the psychological moment which Russia had long been looking for. The Czar having befriended the Manchu Dynasty, concluded a secret treaty of alliance, and then commenced plotting surreptitious schemes of Asiatic domination. The northern bear let loose in the endless prairie of Manchuria scratched and scrambled about, terrifying people unable to check its ruinous raids. The Korean Peninsula, for the preservation of the neutrality of which Japan had staked her lot with China, was once more menaced by Russia. Once again Japan took up arms and after a series of bloody struggles drove the monster back to its confinement, severely wounded.

Japan Inherits Russia's Interests in South Manchuria

Through Japan's victorious fight Manchuria was freed from Russia's hopeless grip. Was it unconditionally restored to China? No, Japan had paid too dearly to do so. Had she not spilt so much of her blood, drained almost her entire national resources for the victory? What nation would do so under the circumstance? Through the treaty of Portsmouth Japan inherited a part of the interests which Russia had acquired in South Manchuria, notably the Ryojun-Dairen and South Manchuria Railways. Peking approved of the transfer recognising the quasi-territorial rights of Japan in those districts. The famous 21 demands were really a formal expression of Japan's desire to strengthen her hold in Manchuria.

There are many reasons why Japan attaches such paramount importance to her rights and interests in Manchuria. Some of them are economic, others are militaristic, or consideration of national defence. Even stronger than these is the memory of history. Japanese never forget—they cannot forget—that they had risked their very existence in order to save Manchuria and thereby to safeguard their own national integrity. Their claims in that region, they contend, are not to be compared with some concessions wrested from Chinese hands by other nations through having recourse to diplomatic trickery.

From the point of view of the Chinese, it is only natural that they should wish to free their Eastern Provinces from the yoke of their eastern neighbour. Inasmuch as the territory is theirs, they feel called upon to defend it, and to develop its natural resources by their own hands. This feeling has no doubt been accentuated by the fact that in recent years a great influx of Chinese into Manchuria—reaching to a million every year—takes place persistently. They have moreover a veritable fear of Japanese imperialism and sincerely wish to be freed from its impediments.

Conflict of Interests Between China and Japan

The problem of Manchuria, therefore, when reduced to the simplest term is the conflict of interests between China and Japan. Whereas China insists upon her sovereign rights over the territory in name as well as in substance. Japan refuses to surrender her special prerogative which she had gained through ocstly sacrifices for which she holds China largely responsible. Both parties have reason; it is the historical circumstance which is to blame.

Let us try for a moment to view the problem from a broader angle of world politics. Eastward expansion of the European nations was already begun several centuries ago. The Russians drifted eastward across Siberia in search of furs, the Spaniards and Portuguese with their seafaring genius cruised extensively in Asiatic waters seeking gold and spices. Enormous profits raised by these explorers impelled others to join and caused sharp competition and conspiracies among rival parties. Both China and Japan became the prey of these explorers and expeditionists. Compactness of national organization fortunately enabled the Japanese successfully to repel invaders in a series of sporadic engagements, but Chinese did not fare quite as well. Her defeat by Britain in the Opium War was the beginning of her endless humiliations. One Power after another, through the least provocation, picked a quarrel with the Celestial Empire and demanded as indemnity, a slice of land or concessions.

Origin of Russo-Japanese War

Japan viewed with terror the steady encroachment of Western Powers into Asia, particularly into her neighbour across the Sea of Japan. By this time she had learned something of their methods, their tenacity and their strength. Her sentiment then might be likened to that of the British at the time when Napoleon invaded Britain's neighbouring countries and through their conquest imperilled her national safety. Nations' scrambling in China grew from initial diffidence to chronic shamelessness and it seemed at times that they would partition the country as spoils of their struggles. What prevented this eventuality was the sharp rivalry between two leading enterprisers—Russia and Britain. Fortunately or unfortunately, Russia, was outplayed in the game of diplomatic intrigues by the British and was compelled to extend her sphere of influence towards Manchuria. Herein originated the cause of the Russo-Japanese war.

Britain gratefully came to the support of Japan in the war and so did the United States, morally. What an irony of fate it was that in having defeated Russia and inherited her rights in Manchuria, Japan had unwittingly fallen heir to the same hostility which the nations had entertained towards Russia. After the defeat of the Czar, the nations have greatly moderated their agressive policies in China. To that extent the war served to save Asia from Western domination. The political stage has now revolved and the Western Powers have become the admonitors of Japanese aggression in China. Certainly Providence loves freaks. All the while Japan had been thinking of national defence and safety. The idea of aggression never entered into her thoughts. Evidently, the line of demarcation between defence and aggression is not very clear.

Rise of Commercialism

In the meantime a new force has arisen which tends to modify Japan's position in Manchuria.

While nations directed their energies to conquest, colonization and commerce, systems of industry within their countries had undergone revolutionary change. The introduction of mechanical power to process of production ushered in the regime of capitalism with its peculiar methods and aspirations. As the consequence political imperialism gave way to economic aggression, territorial ambition yielded to commercial concessions. Imperialism persisted, but its form was altered: in place of militarism commercialism prevailed.

There is war in peace and peace in war. A state of so-called peace is not always peaceful. Between ruthless economic rivalry and actual bloodshed it is difficult to determine which is less cruel in the long run. Formerly, military strength was the line of division between the vanquisher and the vanquished. Today, capitalistic power decides conqueror and conquered. In both cases there is not much difference in the pitiable plight of the defeated. The world has emerged from the dark age of random warfare and entered an epoch of ceaseless struggle. We hail it as an era of blessed peace.

Japan Becomes Capitalistic

Japan has awakened to the new temper of the time and commenced to adjust its national policies with it. She has become a capitalistic nation—what else could she be-

If Satisfaction is important

Buy at Wing On's

GOODWILL contributes to business success. It can only be gained by dependable and satisfactory service. The fact we can hold fast the confidence of our many patrons speaks well as to the kind of service we have rendered and are continuing to render them. We count you as one of our supporters. Please remember, our enormous and most varied stocks will meet your every requirements.

WING ON COMPANY

(Incorporated in Hongkong)

NANKING ROAD

SUN SUN

"The Store with the Needle Tower"

GREAT WINTER SALE

Now in full swing

SUN SUN COMPANY

(Opposite Town Hall)

NANKING ROAD

MODERNE
BLACK and PEARL

Captivates the World on sight

Look now on the sovereign of the whole pen world—Parker's new Duofold DE LUXE—sea-pearl combined with jet black Permanite. Not only a fine pen, but a jewel. As *moderne* as the moment and the mode.

This is the same imperial pen that captivated Paris on sight. So with all the great capitals of the world.

Writes with Pressureless Touch—Geo. S. Parker's 47th improvement in 37 years. Barrel 28% lighter than rubber, and also non-breakable.

In Ink Capacity, size for size, exceeds average pens by 24%.

Look for the imprint—"Geo. S. Parker—DUOFOLD" to be sure of the genuine.

Sole Wholesale Agents:

Dodge & Seymour (China), Ltd.

3 Canton Road, Shanghai.

come? She has developed national industry along the line of mechanical technology. She endeavoured to obtain markets for her manufactures abroad. How did she fare in the new enterprise? She was deplorably handicapped by the absence of certain indispensable elements of modern industry. She has no iron, no oil, no lumber, and only very little of bad quality coal. Her land area is too small to produce food materials in large quantities. Without sufficient supply of raw materials, how can a nation prosper as an industrial power? America is singularly blessed by vast territories storing boundless resources. Great Britain has colonies that can supply all the materials she may ask for. Not so Japan. The earlier militaristic imperialism was, after all, the determining factor of the new economic imperialism. Japan started her overseas activities too late.

Field for Japanese Industrial Expansion

Manchuria! The advent of the new economic order led Japan to view it in a new light. Here is a vast expanse of land with boundless possibility of development. Provided it be tapped with care it may yield most of the materials she needs in her domestic industry. The territory, moreover, is thickly inhabited. That means markets for her manufactures. In Manchuria, in short, Japan found the only hope for her future industrial expansion. She may denounce any ambition for its territorial possession; but her special economic interests in that region she will never give up unless forced to do so by physical strength. There is more than abstract generalizing and theoretic reasoning in a nation's expressed will to live and to grow.

I have so far tried to present some of the serious implications involved in the problem of Manchuria by way of tracing its history. My chief object in doing so has been to emphasize the part of the inevitable historical circumstances which have brought about the problem as it stands today. As the French say "L'homme propose, Dieu dispose," Providence has its own design quite apart from man's conspiracies. We cannot but accept history, as it occurred, apart from moral justification. The only privilege reserved to us under the circumstances is to ask: "What ought to be done in the future?" As I have already pointed out, the situation in Manchuria is none too complacent—it even threatens to precipitate grave consequences unless wisely handled by broad statesmanship. It is now high time that we should have commenced to study its solution seriously.

Agreement Between China and Japan Necessary

In my opinion the question must be approached from three angles. In the first place there should be agreement between China and Japan as to the object of their co-operation. I say co-operation because that is the normal order of their association unless they are to keep in perpetual hostile relationship. There should be a perfect agreement between them that under all circumstances mutual benefit shall be the key-note of their collaboration. And happily they are in a situation due to geographical propinquity and cultural affinity, to enjoy in full reciprocal courtesy and assistance. This, to my mind, is the most fundamental principle which must be upheld if peace and prosperity is to reign over the serene atmosphere of the Far East.

Granting that it is agreed that they should co-operate with the object of mutual interest, the next question is: what are the conditions? Friendship presupposes justice; it is not possible to ask for hearty collaboration where some grievance is nursed by either party. China's complaints must be carefully weighed and considered in the light of Japanese claims. Let Japan concede on points where she is asking too much; let China be magnanimous in regard to matters in which she can well afford to let Japan be contented. There should be a spirit of mutual accommodation in both of them.

A Joint Conciliation Board

But in order to thrash out these difference of insistence and claims—this is the third consideration—there should be a special organ to facilitate it. What I wish to propose as such organ is a Joint Conciliation Broad consisting of representative men of China and Japan, properly chosen by the respective peoples as their representatives. Such a Board shall be a permanent body and will hold meetings at prescribed intervals, besides emergency sessions to be called when urgent issues arise. The board may set up collateral commissions charged with the task of investigating any question, which may report their findings to the Board for reference. The Board

should be absolutely democratic and stand aloof from government influence. It reserves, however, the right to advise the government in formation of policies. Its members should include as many people in varied walks of life as possible, in order to obtain well balanced opinions and judgment.

As to the practical working out of the plan, we might leave that for later consideration. What I wish to emphasize here is its importance, its indispensability. If in the present opportune moment of the Pacific Conference the matter be seriously taken up, its realization will be greatly prompted. If it be so desired by the majority, it is quite satisfactory to have such an organ set up in conjunction with the Institute of Pacific Relations, provided, however, that only the Chinese and the Japanese are to be authorized members of such a Board. Fully convinced that the creation of such an organ will go a long way toward the harmonious solution of the grave question of Manchuria, and of any other problems that may arise between China and Japan, I sincerely hope that the Conference will consider its prompt realization in all seriousness.

Thanksgiving Day, November 28, 1929

The following Thanksgiving Proclamation was issued by President Hoover at Washington, D. C., November 5.

At this season of the year, when the harvest has been gathered in, the thoughts of our forefathers turned toward God with thanksgiving for the blessing of plenty and provisions against the needs of winter. They came by custom to look to the chief magistrate to set apart a day of prayer and praise, whereon their thanks as a united people might be given with one voice in union. God has greatly blessed us as a nation in the year now drawing to a close. This year has yielded an abundant harvest to most parts of our country. The fruit of industry has been unexampled in quantity and value. Both Capitol and Labor have enjoyed an exceptional prosperity.

Assurances of peace, at home and abroad, have been strengthened and enlarged. Progress has been made in provisions against preventable disasters from floods and pestilence. Enlightenment has grown apace in new revelations of the truth and in diffusion of knowledge. Educational opportunities have steadily enlarged. Enduring advances have been gained in the protection of public health. Childhood is measurably more secure. New experience and new knowledge have been recorded, from which a deeper wisdom may grow. We should accept these blessings with resolution to devote them to the service of Almighty God.

Now, therefore, I Herbert Hoover, President of the United States of America, do appoint and set aside Thursday, the twenty-eighth day of November, as a day of national thanksgiving, and do recommend that all of the people on that day rest from their daily work, that they should extend to others less fortunantely placed a share in their abundance, and that they gather at their accustomed places of worship, there to render up thanks to Almighty God for his many blessings upon them, for his forbearance and goodness.

In witness hereof, I have hereunto set my hand and caused to be affixed the great seal of the United States.

Done at the City of Washington, this fifth day of November, in the year of our Lord one thousand nine hundred and twenty-nine, and of the Independence of the United States, the one hundred and fifty-fourth.

HERBERT HOOVER.

Chinese Claim Damages from Settlement Police

Suit for damages brought in the Court of Consuls against the Shanghai International Settlement Police by Khoo Chi-ping, 1003 Medhurst Road, was postponed from November 19 until further notice owing the absence of Mr. Shigemitsu, Japanese Consul-General. Khoo claims $2,000 damages from the authorities on the grounds that while raiding on May 25, 151c Bubbling Well Road, where roulette and other games of chance were carried on the police climbed on to the roof of his residence, which adjoined 151c, causing alarm to his family and resulting in severe financial loss. More than that, Khoo claimed that his niece due to the alarm gave birth to a dead child. The proceedings were first brought to the Provisional Court some weeks ago. The matter was then referred to the Court of Consuls for decision. The Court of Consuls hearing this case will consist of Consuls Cunningham, Garstin, and Shigemitsu.

RADIOGRAMS

"Via CGRA

The Chinese Government Radio Administration

(Ministry of Communications)

Fast Radiogram Service

to and from

America, Europe, Philippines, Dutch East Indies, Hawaiian Islands, Hongkong, etc.

Messages may be filed at the new

SHANGHAI CENTRAL TRAFFIC OFFICE
SASSOON HOUSE

(Western Arcade—At Jinkee Road)

For full information, rates and blank forms, call, write or telephone (No. 62680 or 10245) our office.

URGENT **ORDINARY**
DEFERRED **NIGHTLETTERS**

Radiograms for the important cities of the China may also be filed at the above office.

Accuracy—Speed—Economy—Service

NO CHARGE FOR REGISTRATION OF TELEGRAPHIC ADDRESS

CUSTOMS NOTIFICATION

The Public is hereby notified that the Ts'ai-cheng Pu has made the following ruling with regard to the restriction on the exportation abroad of copper, bronze, and brass:—

(a) Export abroad of all kinds of copper, bronze, and brass, such as ingots, slabs, bricks, sheets, rods, old or scrap metal, filings, etc., is prohibited; but copper proved to be the product of copper mines in China, and free from suspicion of having been melted down from copper coins, is not included in the above restriction.

(b) Copperware, bronzeware, and brassware are not included in the above restriction, but export abroad of articles which are only rough castings and not properly finished is prohibited.

Ch'en Chi-tsai
Superintendent of Customs.

W. R. Myers
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 16th November, 1929.

GOVERNMENT FACED WITH TRIPLE WAR THREAT

(*Continued from page 444*)

"Severe fighting has been taking place since yesterday afternoon on the Siangyang front, where the government troops are reported to be in a disadvantageous position. It is said the government troops in the front line are gradually retreating in the direction of Tsaoyang, about 20 miles east of Siangyang."

Siangyang is about 25 miles south of the Hupeh border and is located on the Han River. In a message on Wednesday *Rengo* states: "The war situation is developing in favor of the Kuominchun troops, which are threatening Tsaoyang after occupying Icheng below Siangyang. The National Government troops are desperately defending the Siangyang district, removing the newly organized 14th division stationed at Nanyang toward the southern region and at the same time ordering the mobilization of cadets, now stationed at Hankow, to the front." A *Reuter's* report from Hankow on the same day confirmed the news that the Kuominchun had taken Siangyang. It follows:

"It is stated that a general drive against the Kuominchun invaders has already started from Tsaoyang, in North Hupeh, near the Hunan border, and General Liu Shih, the Wuhan garrison commander, expresses confidence that his forces, 100,000 in number, are adequate to deal with the situation.

"The 5th Division, under the command of General Fan Shih-sen, is advancing northward from Shasi on the Yangtsze, near the southern border of Hupeh, and will attack the enemy in the rear in the vicinity of Icheng, on the Han River, while the main army of the Government moves from Tsaoyang.

"General Liu Shih has requisitioned 20 lorries here for use on the Hupeh front so as to facilitate rapid transport. One extra artillery section and part of the 13th Division, which have been defending the Peiping-Hankow Railway, have been ordered to assist the Nationalist forces at Tsaoyang.

"It is now officially admitted that Siangyang, on the Han Riyer, near the Hupeh-Honan border, has been evacuated for strategic purposes, but has not been occupied by the Kuominchun.

"The latest despatches from Honan state that General Chiang Kai-shek and General Tang Seng-chi inspected the Heishihkwan front yesterday and it is claimed that the Nationalist forces are steadily pushing towards Loyang.

Kwangsi-Kwangtung War Renewed

While the government's attention has been focused in Honan and on the Manchurian border, the Kwangsi malcontents who were poorly suppressed last month when the government troops were hurriedly recalled to the upper Yangtse to participate in the war against the Kuominchun, have now resumed with new impetus. It appears that a coalition has been formed between the anti-Nanking militarists and the scattered bands of communists in northern Kwangsi, Kwangtung and southern Hunan, who are joining up with the rebellious Ironsides division of Chang Fah-kwei, now supposed to number about 40,000 men. When the 30,000 National Government troops that had been sent to Canton to suppress the rebels in Kwangsi, left for the north, General Chen Chi-tang was commissioned Commander-in-Chief of the government forces in South China, with instructions to establish a new government in Kwangsi. It appears that his courage has failed, for on Wednesday his troops evacuated Wuchow, an important city on the upper West River in Kwangsi and are reported as having concentrated for the present at Samshui, about ten or fifteen miles from Canton. The chief mischief-makers behind the present plot are identified in the following wires from the *Review's* correspondent at Canton:

Nov. 18

"It is reported that General Lu Huan-yen and General Yang Tang-hui announced at a conference held at Kweiping their decision to remain neutral regarding the war between the rebel forces of Chang Fah-kwei with the government troops of Chen Chi-tang. That these militarists are in sympathy with a restoration of the old Kwangsi anti-Nanking clique is shown in the fact that they have decided to permit the occupation by the troops of Li Chung-sen, rebel leader who last month fled to Indo-China but now has returned and mobilized a new force, of the town of Wanghsaohung. It is reported that fighting has broken out in Wuchow between the troops of Chen Chi-tang and Lu Huan-yen, and that more than a hundred casualties have resulted, among them several civilians. Chen Chi-tang's soldiers are said to be in control of Wuchow and are enforcing martial law."

Lu Huan-yen has been long identified with the Kwangsi militarists' alliance, but was "rewarded" with the office of governor of Kwangsi by the National Government, following his "surrender" to the government forces in the near-war of last month. He has now shown his gratitude for the government's favor by aligning himself with the newly organized rebel forces—this despite the fact that he accepted $500,000 as an additional consideration for his "loyalty" to the government in that instance. His chameleon character is indicated by the following cable from the *Review's* Canton correspondent:

Nov. 19

Li Chung-sen, Huan Hsao-hung, Lu Huan-yen and Yang Tang-hui have issued a joint circular with Chang Fah-kwei sympathizing with the Kuominchun rebellion against Nanking, and announcing their intention of capturing Canton from Chen Chi-tang. Lu Huan-yen has resigned his office as governor of Kwangsi and Li Chung-sen has become head of the Kwangsi provisional government, his first act being to appropriate $500,000 for the purpose of a campaign against Canton to be jointly conducted with Chang Fah-kwei, the former to march along the West River while the Ironsides' leader approaches the city from the North River. Chang Fah-kwei is enlisting numerous bandits in northern Kwangtung.

The *Review's* latest Canton telegrams on the situation are calculated to arouse genuine alarm for the safety of the city. They follow:

Nov. 20

Gen. Chen Chi-tang has withdrawn gunboats and airplanes from the vicinity of Dosing, and is planning to concentrate fifteen thousands troops north of Samshui, there to resist attacks which it is feared soon will be launched by the combined rebel froces. The Whampoa Military cadets have been summoned to the front for the strengthening of the morale of the regular troops. Traffic on the Canton-Samshui Railway has been suspended.

Two hundred troops arrived here today from Mongkong and Tenghsien where Chen Chi-tang's forces have clashed with the rebels under Li Chung-sen.

(Later)

Chen Chi-tang's divisions all evacuated Wuchow late this afternoon. The arrival of Li Tsung-sen's troops is expected momentarily. Meanwhile the city is quiet; no looting has been reported, despite the fact that Wuchow is practically without a law enforcement body.

Chen Chi-tang's forces also are reported to have evacuated Shuihing, Takhing and Dosing, and are headed back toward Samshui, where it is possible that a decisive battle shortly may be fought for possession of Canton. Fortifications are being erected around the White Cloud Mountains, in the suburbs of Canton. Communists are active in the city, having attempted the assassination of Governor Chen Ming-hsu, head of the Kwangtung government. A bomb was thrown at him yesterday as he stepped from the Canton Government treasury building, but it missed its mark and the governor was not injured.

Indian Nationalists Demand Dominion Status

It will be recalled that on November 2, 30 members of the National Congress, including Ghandi and Mrs. Besant, signed a manifesto at Delhi saying that they hoped to be able to co-operate with His Majesty's Government in the effort to evolve a scheme for a Dominion status suitable to India's needs, provided a policy of general conciliation was adopted, political prisoners granted a general amnesty, the representation of progressive organizations effectively secured and if the National Congress, as the largest of these organizations, were granted a predominant representation.

At a conference in Allahabad on November 18 the signatories to this manifesto unanimously passed a resolution declaring that they viewed with misgiving and dissatisfaction the debates that had taken place in the British Parliament on the subject of India, but they had decided to stand by the decision contained in their manifesto and hoped for a full and early response.

The Working Committee of the National Congress has also unanimously decided that the response of the British Government to the above-mentioned manifesto should be awaited before the policy laid down in it be revised.

MacMurray to be Banqueted in Shanghai Before Departure

The Honorable and Mrs. J. V. A. MacMurray will be entertained at three large dinners in Shanghai next week before departing for America on November 30 aboard the *Pres. McKinley*. The retiring American Minister and his wife are expected to reach here from Peiping on the 26th, according to news from the Legation.

John Van Antwerp MacMurray, who is resigning from his post as American Minister to China and will be succeeded by...

Most important of the functions in honor of the departing diplomat will be the American dinner, given by the American community at the Majestic Hotel on November 27. Invitations

Nelson T. Johnson, Assistant Secretary of State, who is coming to China soon.

have been sent to all Americans, and a satisfying response is expected. The Committee of Arrangements is headed by Miss Viola Smith, and its membership is as follows: Capt. R. F. Dillon; C. J. Doughty; C. E. Patton; H. C. Rodger and George Sokolsky. Tickets for the Community Dinner have been made as low as possible in price, in order to enable all to attend, $5 being the tariff. Virginia Cowper's Book Shop, the American Oriental Bank, the Equitable Eastern Banking Corp. and the American Club are now selling tickets. Reservations for tables must be made with the Majestic Hotel.

On the following evening a dinner will be given for the homewarding diplomat by Minister of Finance and Mrs. T. V. Soong, at the Majestic Hotel, which it is understood is in the nature of a farewell by the National Government. The local officials of the American government will entertain Mr. and Mrs. MacMurray at a dinner to be given on the evening before their departure.

Personal-Point
FOUNTAIN PENS
MADE TO YOUR ORDER
How often have you said, "No fountain pen made ever seems to suit me—I need a pen that is made to order."
Now you can have it! An entirely new Wahl-Eversharp invention—the Interchangeable Nib—guarantees the fulfillment of your every writing whim.
First choose the exact style holder you prefer. Next, from fourteen distinct gradations of points, select the one nib that fits exactly your writing characteristics. Your Wahl-Eversharp dealer will then assemble the pen instantly and permanently. That's all. Your pen is made to order before your very eyes.
If you want the greatest possible writing pleasure, see the "Personal-Point" pen at your dealer's today.
WAHL
EVERSHARP
PENS-PENCILS
Made by Wahl Co., Chicago, U.S.A.
Look for this GOLD SEAL trademark

Wholesale Distributors: STANDARD PRODUCTS CO., Shanghai

NOW IN CHINA!

Rexall

The Sign of Quality in Good Drug Products

Hugo Reiss & Co. Agents *Shanghai,*

A. B. C. PRESS SHANGHAI
Printing
in all its Branches
Your work should bear our imprint

THE CHINESE EASTERN RAILWAY

HEAD OFFICE HARBIN

SHIPPING, FORWARDING, CUSTOMS, INSURANCE, LOANS, COMMISSIONS
PASSENGER SERVICE

FAR EAST-EUROPE, VIA SIBERIA

(Shanghai-London 16 days, U. S. $110.81—$291.79)

Information, Reservations and Through Bookings at the following Agencies of the Chinese Eastern Railway:

SHANGHAI, 3, Canton Road, Robert Dollar Cudding.
Telegraphic Address: "KITVOSTDOR"
Phone: 17132

HARBIN, C.E.R. Travel Bureau, 170-171 Kitaiskaya street,
Telegraphic Address: "EUROPASIA"
Phone: 24-65

C.E.R. Grand-Hotel, 2 Sungarisky Prospect,
Telegraphic Address: "GRANDHOTEL"
Phone: 24-18

TIENTSIN, 74, Rue de France,
Telegraphic Address: "KITVOSTDOR"
Phone: 1888 S"

DAIREN, 110, Yamagata Dori,
Telegraphic Address: "KITVOSTDOR"
Phone: 8243

MOUKDEN, 24, Chiyoda Dori,
Telegraphic Address: "TITVOSTDOR"
Phone: 574

NEWCHWANG, Great Street,
Telegraphic Address: "KITVOSTDOR"
Phone: 1271

CHANGCHUN, 4, Hino-de-cho,
Telegraphic Address: "KITVOSTDOR"
Phone: 1280

Your American Markets are 500 miles nearer *via the...*

SEATTLE

Short Route...

ROUTING your cargo via Seattle over the direct, short route not only insures a big saving of "in transit" time, but the up-to-the-minute equipment of the Port of Seattle insures greater dispatch in transfer of cargo from ship to car, and effects a material further saving.

Take advantage of this economy and dispatch by routing your cargo via Port of Seattle.

Ship via Public Terminals

Write for copy of the Port of Seattle Yearbook—it contains much information and data valuable to traffic managers, manufacturers, exporters, importers, and others interested in trading with the Orient. It's free for the asking.

Traffic Department, Bell St. Terminal
Seattle, Washington

The PORT OF SEATTLE
GATEWAY TO AMERICAN MARKETS

Men and Events

C. W. Marshall, secretary of the Shanghai Club, has returned to Shanghai from his vacation.

Jack Nuland, district manager of the Texas Oil Company, is at present in North China on a business trip.

The eleventh annual concert of the Shanghai Songsters will be held at 8:30 p.m. Saturday, November 30 at the Town Hall under the direction of Prof. M. Paci.

George W. Missemer, one of the contributing editors of *The Review*, has returned to Shanghai and resumed his duties after six months absence in the United States.

Four more Stimsin-Detroiter airplanes are due to arrive in Shanghai next week. They are to form part of the Ministry of Communications' Shanghai-Chengtu air line which is to be inaugurated December 1.

The city government of Shanghai will be removed to Peichiao near Shanghai by the middle of next year. The present office buildings of the Shanghai City Magistrate will be sold and a new office in Peichiao established.

The first public appearance in Shanghai of Miss Dawn Asheton, English singer of international fame, and Laszlo Schwartz, Hungarian violinist of note, took place at the Foreign Y. M. C. A. on November 20, 9 p.m.

The *Empress of Russia*, which arrived in Shanghai early this week, had on board a military bombing plane and a training plane, same being gifts to the National Government from Chinese in Canada.

No settlement had been reported up to November 19 in the dispute between the workers and the management of the Pootung Nikka Cotton Mill. Approximately 3,700 men and women were on strike and the mill remained closed.

The Canton police recently took into custody a gang of counterfeiters in that city who drowned the noise of their printing presses by alternate loud speaker radio concerts and the chants of Buddhist priests accompanied by drums and gongs.

George J. McCarthy, assistant general passenger agent of the Dollar Steamship Company in Shanghai has returned after an absence of one month, during which he visited Japan, Korea, Peiping and other places on business for his concern.

A debate was conducted by the Foreign Y. M. C. A. on the subject, "Barbarism is preferable to Civilization" on November 21 at 9 p.m. For the Barbarians were H. F. Carey and L. B. Harmer, for the supermen were N. Begley and J. W. Harrison.

Standard Oil Company employees arriving here on November 19 from America on the President Jefferson included Ivor Butler, of New York City, and T. E. Chamberlin, of the same metropolis. They disembarked here on business for their concerns.

Geo. W. Fuller, head of the hydraulic and sanitary engineering firm Fuller & McClintock of New York City, arrived in Shanghai during the week. He is making an inspection of the local installation at the request of the Shanghai Waterworks Co., Ltd., which is a British concern.

The marriage ceremony of Miss Jessie S. Felch of Manchester, N. H., to R. B. Nichols, of the Sun Life Insurance Co., Shanghai, was performed at the Kobe Union Church on Nov. 10 by the Reverend W. A. Myer. The couple is now at home at 102 Amherst Avenue, Shanghai.

The Ministry of Industry, Commerce and Labor November 20 opened an inspection office at Nanking for the examination of the various edible products of animal origin which are exported directly abroad from that port. The office at Nanking is temporarily located at the College of Agriculture, Ting Cha Chiao.

Mr. Saburi, Japanese Minister to China, recently arrived in Tokyo, where he is stated to be awaiting instruction from his home government regarding the necessary procedure to be taken in the forthcoming conference with the National Government over the question of treaty revision and other problems.

Hsu Mo, local Commissioner of Foreign Affairs, left here for Nanking on Monday. According to announcement made in Nanking, the office of the Commissioner is to be abolished at the end of the present year and after that time foreign matters will be dealt with here by the local office of the Ministry of Foreign Affairs.

A recent San Francisco dispatch stated that the Board of Bishops of the Methodist Episcopal Church had decided to continue to encourage missionary activities in China and India. It was decided to select a group of bishops from the home field to go abroad and confer with and encourage missionary leaders in Oriental countries.

W. W. Lockwood, former General Secretary of the Chinese Y. M. C. A. at Shanghai, but who is now associated with the International Committee of New York has returned to Shanghai, accompanied by Mrs. Lockwood. Dr. Rajchman, Director of the Health Office of the Nations, has returned to Shanghai from Nanking and will leave for Hangchow in a day or two.

From the Chinese Press

News items pertaining to Chinese politics and general affairs appearing under this heading, are taken chiefly from the daily reports of the Kuo Wen (independent) Kuo Min (Nanking official) and from translations of articles and dispatches appearing in the local Chinese press.

Tuesday, Nov. 12.—The $2,000,000 loan by the Ministry of Railways for the redemption of the private shares in the Canton-Hankow Railway will be issued Jan. 1, 1930.—Tsao Wan-hsun, commander of the newly organized 1st Division is transferred as Counsellor to the Commander-in-Chief's Headquarters.—$40,000 has been appropriated by the General Staff Department for the organization of an aerial surveying party under the auspices of the General Survey Bureau.—A large number of electrically-propelled and armored sledges equipped with machine-guns are reported to have been constructed by the Soviet authorities in Habarovsk.—The Ironsides under Chang Fa-kwei who are now on the border of northern Kwangsi are reported to number about 10,000 men.—Reports from Manchurian border indicate that the Soviets are continuing their desultory raids.—Rehabilitation measures for Southern Fukien were formulated at a joint meeting of the Provincial Government and Party officials at the Provincial Party Headquarters yesterday.—A plan of campaign in support of the Government forces was decided upon at a military conference recently called by Liu Wen-hui, Chairman of the Szechuan Government.—Yoh Wei-chun has been appointed Pacification Commissioner for Shensi.—Chiang Kai-shek left Hsuchang for Meihsien yesterday.

Wednesday, Nov. 13.—Chen Ming-shu is leaving Canton immediately for inspection of the North River region.—The National Association of Chambers of Commerce has petitioned the State Council to set a date for the enforcement of a uniform national tax schedule.—The Ministry of Communications is planning to establish marine institutes in the more important ports of the country.—Memorial services in commemoration of the 64th anniversary of the birthday of Sun Yat-sen were held at the State Council and Central Party Headquarters yesterday.—Settlement of losses sustained by British subjects at Chinkiang in 1927 has been effected by agreement between the British and Chinese Governments.—According to a Suiyuan dispatch, several Kuominchun units in Kansu and those stationed at Yulin have announced their willingness to be placed under the command of Yen Hsi-shan.—Shih Yiu-san has arrived in Hsuchow from Pengpu.—The second general offensive to be participated in by the 1st, 2nd and 5th Route Armies in the drive toward Loyang has been launched by order of Chiang Kai-shek.—Formal concurrence of the National Government to the appointment of Nelson T. Johnson as the new Amercian Minister to China has been wired to the American Legation.—Sun Liang-chen is stated to have despatched a representative to Hsuchang to negotiate for his surrender to the Central Government.

Thursday, Nov. 14.—The Rev. Cecil Smith of the China Inland Mission, who was captured by bandits at Yungning in September, has been rescued and is now safe in Tekiang.—Gen. Bluecher is reported to have called a military conference of his subordinate commanders in Siberia for the 15th inst. at Blagovestchensk.—Wu Shang, Divisional Commander of the Hunan Provincial Forces, has been transferred as Counsellor to the Commander-in-Chief's Headquarters.—Kuominchun forces are reported to be withdrawing westwards to Tungkwan following defeat at Yenshih and Meihsien.—Official dispatches from Hsuchang announce the capture of Kaocheng and Lutien by the troops under Liu Chenhua.—Kwangsi units under Yang Teng-hui in Yining are reported to be moving eastwards in pursuit of the Ironsides who are threatening to enter Kwangtung through the North River region. Publication or sale of calendar blocks bearing the Lunar calendar either alone or in combination with the solar calendar is strictly prohibited.—Reorganization of the Yunnan Government Committee with Lung Yun as Chairman was decided at a meeting of the Central Political Council yesterday.—Measures designed to help in maintaining an equitable distribution of food supplies throughout the country were adopted at a meeting of the Central Political Council yesterday.—Chinese Communists were arrested in Amoy last night.

In the United States Court for China

TATSUMI K. COOK, Plaintiff,
vs
GEORGE F. COOK, Defendants.

Cause No. 3232
Civil No. 1416
ORDER
Filed at Shanghai, China, November 15, 1929.
L. T. KENAKE
Asst. Clerk.

ORDER

The object of this action is a suit for divorce.

WHEREAS, Plaintiff herein by her attorney on the 14th day of November 1929, made application for the substitution of publication for personal service of summons upon the defendant herein; and

WHEREAS, it appears from the files of this case that on the 15th day of November 1929, the summons for defendant was returned by the Marshal of the United States Court for China, "Defendant cannot be found within the jurisdiction of this Court", and

WHEREAS, it appears from the files of this case that on the 14th day of November 1929 TATSUMI K. COOK the plaintiff herein, filed an affidavit to the effect that the defendant GEORGE F. COOK, neither resides nor maintains office or regular place of business within the jurisdiction of this Court and that he has not been a resident of this jurisdiction within the past three years.

NOW, THEREFORE, it is this 15th day of November 1929 ORDERED that service upon the defendant be made by publication once a week for three consecutive weeks in the "CHINA WEEKLY REVIEW", a paper of general circulation most likely to reach defendant.

IT IS FURTHER ORDERED that the defendant cause his appearance to be entered herein on or before the fortieth day, exclusive of Sundays and legal holidays, occurring after the 7th day of November 1929, the last day of publication of this ORDER otherwise the case will be proceeded with as in cause of default.

BY THE COURT:

MILTON D. PURDY.
JUDGE

Dated: Shanghai, China,
November 15, 1929.

"*The* **ROAD** *to* **SOUTH CHINA"**

Travel on the

CANTON-HANKOW

Railway

Completed from Hankow to Chuchow
Uncompleted from Chuchow to Shiuchow
Completed from Shiuchow to Canton

This is the only line connecting the Yangtse valley, or the "middle country", with the southern part of China. At present it is not fully completed, but one may travel as far south as Chuchow in Honan. A motor-road connecting Chuchow and Shiuchow in Kwangtung, is now under construction and it is hoped it will be completed this year. Plans are also being made for completing the railway between Chuchow and Shiuchow but owing to the mountainous country it will be a considerable time before it can de completed. The trip between Shiuchow in northern Kwangtung and Canton can, however, be made in comfort at the present time.

Cities through which the line at present operates are celebrated for their temples and walls and gates. Changsha, with a population of 500,000, is especially worth visiting. It is called the cleanest city in China and it is noted as the only city in the south which withstood the seige of the Taiping rebels who scourged China more than half a century ago. Trade is flourishing here always, the principal articles dealt in being rice, tea, paper, tobacco, hemp, paulownia oil, earthenware and antimony. Chuchow also is an interesting city, having many temples of note. The road from Shiuchow to Canton, and thence to Hongkong, is safe, comfortable and operates with first class service.

Any Tourist Agency will gladly supply further information regarding rates, schedules, accomodations, etc. Or write direct to the Traffic Manager,

CANTON-HANKOW

Railway

Head Office

CANTON

An advertisement of the Chinese Government Railways.

No. 3

Friday, Nov. 15.—A new through train from Pukow to Shenyang via the Tientsin-Pukow and Peiping-Liaoning Railways will be started today.—The Ministry of Public Health is sending special delegates on an investigation tour of important coastal ports.—Chungkiang, provincial capital of Szechuan, is to be elevated to the status of a Special Municipality.—The necessary equipment for the construciton of two radio stations in Shanghai ordered by the Ministry of Communications has arrived from the U. S.—The Ministry of Education has ordered the abolition of the credit-hour system in all universities and colleges in the country.—Sun Fo and Wu Te-chen have been appointed special deputies of the Party to Manchuria, while Tai Chi-tao and Liu Chi-wen will go as special deputies to the Northwest.—The $24,000,000 Shansi Provincial Loan for currency rehabilitation will be issued Jan. 1, 1930.—The formal taking over of the British Concession at Chinkiang by the National Government took place at noon today.—Chen Chi-tang and Tsai Ting-kai arrived in Canton today from Wuchow.—Troops under Sun Tien-ying heretofore stationed at Tehchow are being transferred to Honan.—Government forces under Ho Chen-chun recaptured Tangfeng on the night of the 12th inst.—Chiang Kai-shek has provisionally appointed Lun Liang-chen, surrendered Kuominchun commander, as Field-Commander of the 6th Route Army.

Saturday, Nov. 16.—Victories in the bandit-suppression campaign in Kiangsi are reported by Chiang Hui-tsang of the 18th Provincial Division.—The Communists under Chu Teh are reported to have fled to Anyuan in southern Kiangsi.—Representatives of the Ministry of Judical Administration and the Ministry of Foreign Acairs have been chosen as Commissioners to participate in the forthcoming conference concerning the reorganization of the Shanghai Provisional Court.—Construction of the Chuchow-Shiuchow section of the Canton-Hankow Railway is to be started at the beginning of next year.—The Government mint at Shanghai is to start coinage next month.—Bombardment of the gold mine at Muh-ho on the Heilungkiang border by Soviet troops is reported.—Ho Ying-ching returned to Kaifeng from Taiyuan this morning.—Hsu Yuan-chuan has been appointed Field Commander of the Left Wing forces in the drive westwards towards Loyang.

Sunday and Monday, Nov. 17 *and* 18.—Liu Chih arrived at Hsiangyang on the evening of the 15th.—Kwangtung troops stationed at Kwangsi have been returning to Canton during the last few days.—Only the British, American, French and Dutch legations will send representatives to participate in the conference on the reorganization of the Shanghai Provisional Court.—It is reported from Shenyang that Japanese troops along the South Manchuria Railway are being increased.—Plans for the rebuilding of the Yellow River bridge of the Peiping-Hankow Railway are to be instituted immediately.—A Maritime Commercial Law is being drafted by a special committee.—One brigade of the 56th Division is being transferred from Pengpu to Nanking.—A provincial loan of $20,000,000 will be issued on Dec. 1 by the Liaoning Provincial Government.—The Ministry of Communications is preparing to negotiate with Japan for the return to China of the wharves at Chingwangtao.—By order of the State Council, military supplies destined for the Manchurian front will be exempted from all taxes.—The Hopei provincial department of finance has been instructed by the Ministry of Finace to remit to Yen Hsi-shan $2,000,000 to be raised through subscriptions to the Disbandment Bonds in Tientsin and Peiping.—Tai Chi-tao and Liu Chi-wen left Nanking for Honan today.—Satisfactory progress in the negotiations for the conclusion of a Sino-Turkish Treaty of Amity, Commerce and Navigation is reported by C. C. Wu, Minister to Washington.—Liu Chen-hua, Commander of the 11th Route Army, arrived in Taiyuan from Chengchow this afternoon.—Government troops under Liu Chun-yung and Wan Hsuan-tsai took control of Tengfeng yesterday.—Severe fighting in the Linju region is reported.—Losses sustained by shipping interests in the Sungari and Amur regions as a result of Soviet raids are estimated at $2,000,000.—A Soviet attack on the west Manchurian front was launched early on the morning of the 17th.—Public drawings for the redemption of part of the principal of five domestic loans falling due in the month of December will be held simultaneously on Dec. 2 at the Shanghai Bankers' Association.

Japanese News Reports on Chinese Situation

The following news reports are summaries of news messages dealing with the Chinese political situation and Japanese activities in China which are distributed to the Chinese and foreign press in China by the Japanese semi-official Shimbun Rengo News Service.

Peiping, Nov. 12.—Replies of the British, American, French and the Dutch Governments to the Chinese National Government's note regarding the question of abolition of extraterritoriality dated September 4, have been forwarded to the Nanking Government under the date of October 31.

Hankow, Nov. 13.—The Center Army of the Government Forces, which have recently changed from the defensive to the offensive, have begun to envelop the Kuominchun at Tengfeng.

Tokyo, Nov. 13.—Admiral Tu Hsi-kuei, who has been ordered to proceed to Japan, America and Europe as a special navy commissioner by the Nantional Government, arrived at Tokyo at nine this morning.

Hankow, Nov. 14.—It is reliably reported that the Kuominchun troops have entered Laohokou.

Tokyo, Nov. 14.—Mr. Kigen Nakagawa, a noted Japanese artist, is planning to establish a studio in Shanghai.

Hankow, Nov. 15.—It is reported that the Kuominchun troops which have been advancing southward along the River are at present facing the Government troops at a point about 18 miles from Hsiangyang.

Hankow, Nov. 15.—The Government troops have retreated as down the River Han to Taipingtien, about 90 Chinese li from Laohokuo, and have erected strong defences there.

Harbin, Nov. 15.—Martial law was formally proclaimed here today as a precautionary measure for the secret plots allegedly being planned by Communists in north Manchuria. It is said that the Consular Body will meet tomorrow to define the attitude of the foreign community toward the enforcement of the state of siege in Harbin.

Peiping, Nov. 16.—Chang Wei-cheng, former Chief of the Intelligence Bureau of the Foreign Office, who has been newly appointed to the Post of the Consul General in Seoul, is leaving this evening for Seoul by way of Mukden.

Taiyuan, Nov. 16.—General Ho Ying-chin left Taiyuan for the front today with Yen Hsi-shan's personal letter to Chiang Kai-shek.

Nanking, Nov. 17.—A fire broke out this morning in the first office building of the Health Affairs Department of the Nanking Government. The fire was extinguished at 11 a.m., after it destroyed the building completely. All the documents were saved.

Harbin, Nov. 17.—Manchuli has been practically isolated as a result of the railway and other means of communications having been cut by the Soviet attack launched on Sunday. The safety of foreign residents in Manchuli is feared.

Harbin, Nov. 17.—Six Soviet aeroplanes on Sunday afternoon at two o'clock appeared above Nutanchiang Railway Station and dropped over 30 bombs in the neighborhood of the station.

Taiyuan, Nov. 18.—General Liu Chen-hua, as one of the emissaries of Chiang Kai-shek, on Monday afternoon arrived at Taiyuan and immediately had an interview with Yen Hsi-shan. In reference to the fighting situ tion General Liu said that the Government troops were in complete occupation of Linju.

Harbin, Nov. 18.—The passengers on the No. 4 train, which was blown up by Soviet airplanes on Sunday morning near Chalainor, were taken away and made prisoners by Soviet troops, who are said to be mostly Mongolians.

Franciscan Father Still Prisoner

The Franciscan Bishop of Wuchang received a letter on November 19 from Father Kreutzen, who was captured by bandits at Weiyuenkow nearly a fortnight ago, stating that he is safe and well but giving no clue to his whereabouts.

Another Father has been dispatched to Hangshihkang to endeavor to arrange for the release of Father Kreutzen but his captors are firmly holding out for the payment of a ransom. They have been demanding $10,000, declaring at first that if this sum was not forthcoming within four days he would be tortured, and killed.

"The Seaboard Route to the North"

Travel on The

Peiping-Mukden Line

Starting at Peiping, the ex-capital of China, called the most interesting city in Asia, with its intricate systems of walls, its Imperial palaces and its beautiful temples and tombs, the Peiping-Mukden Line goes down to Tientsin, the great port of Chihli, and from there swings in a wide circle on its pathway to the north. From Lanchow to Chiuchow the railway follows the line of the Gulf of Chihli, passing through Shanhaikwan, where the Great Wall ends at the sea, and thence on to Mukden, the ancestral home of the Manchus, a city which vies with Peiping in its splendor of palaces and temples and ancient shrines.

Through tickets are issued and passengers' baggage registered through between the important stations on the Peiping-Mukden Railway and the South Manchuria, Chosen (Korean) and Imperial Japanese Government Railways. At Peiping connections can be made with the Peiping-Hankow Railway and with the Peiping-Suiyuan Railway, and at Tientsin connections can be made with the Tientsin-Pukow Railway, for Tsinanfu, Nanking and Shanghai.

For information as to rates, schedules, accommodations, etc. apply to any Tourist Bureau, or communicate directly with the Traffic Manager

Peiping-Mukden Railway

Head Office

TIENTSIN

An Advertisement of the Chinese Government Railways

No. 2

American Gold Bond Quotations

Name of Security	Coupon Rate %	Date of Maturity	Sale Price Nov. 14	Approx. Yield to Maturity %
The National City Bank of New York		New Stock	250	—
Argentine Government	6	Oct. 1, 1960	96¼	6.28
Australia	4½	May 1, 1956	83¼	5.74
U. S. of Brazil	6½	Oct. 15, 1957	78	8.59
Kingdom of Belgium	7	Nov. 1, 1956	106	6.53
City of Budapest	6	June 1, 1962	72	8.57
Canadian Pacific Railway	4	Perpetual Stk.	84	4.76
Chgo., Milw., St. Paul & Pacific Rwy.	5	Jan. 1, 2000	71½	7.02
Chicago Rapid Transit Co.	6	July 1, 1953	78	8.11
Chile Copper Co. Debs.	5	Jan. 1, 1947	94	5.55
Chile Government (Railway)	6	Feb. 1, 1961	87	7.04
Cuba Northern Railway	5½	June 1, 1942	78	8.37
Chile Government	6	Sep. 1, 1961	88	6.94
Cuban Dominican Sugar	7½	Nov. 1, 1944	58	—
Kingdom of Denmark	6	Jan. 1, 1942	103¼	5.62
Dutch East Indies	5½	Nov. 1, 1955	101½	5.39
Republic of Finland	5½	Feb. 1, 1958	84	6.78
French Government	7	Dec. 1, 1949	109	6.21
German Government	7	Oct. 15, 1949	105½	6.51
German Central Bank for Agriculture	6	Oct. 15, 1960	77	8.02
German Central Bank for Agriculture	6	Apr. 15, 1938	84	8.70
German General Electric Co.	6	May 1, 1948	89	7.08
Greek Government	6	Feb. 1, 1968	80	7.62
Ilseder Steel Corporation	6	Aug. 1, 1948	83½	7.66
Kingdom of Italy	7	Dec. 1, 1951	93⅞	7.59
Japanese Government	6½	Feb. 1, 1954	103	6.26
State of Minas Geraes (Brazil)	6½	Mar. 1, 1958	78	8.58
Mortgage Bank of Chile	6	Apr. 30, 1961	94	6.45
Norwegian Hydro-Elec.-Nitro. Corp.	5½	Nov. 1, 1957	88½	6 39
Kingdom of Norway	6	Oct. 15, 1952	101½	5.88
Northern Ohio Power & Light Co.	6½	Jan. 1, 1941	94	7.30
Republic of Peru	6	Dec. 1, 1960	75½	8.19
Paris, Lyons & Med Rwy.	6	Aug. 15, 1958	100⅛	5.96
Republic of Panama	5	May 15, 1963	92	5.53
State of Rio Grande Do Sul (Brazil)	6	June 1, 1968	68	8.96
Rhine Westphalia Elec. Power Corp.	6	Aug. 1, 1953	78½	8.04
Saxon State Mortgage Inst	6½	Dec. 1, 1946	88½	7.73
Saxon Public Works, Inc.	6½	May 1, 1951	85¾	7.89
Tokyo Electric Light Co.	6	Jun. 15, 1953	87	7.15
United Kingdom of Great Britain	5½	Feb. 1, 1937	102½	5.07
City of Vienna	6	Nov. 1, 1952	81	7.78
Abitibi Power & Paper Co.	6	Cum. Pfd. Stock.	70	8.57
Belgian Nat'l. Rwy. Pcptg. Pfd. Stock	6	(American Shrs)	76¼	7.87
Cannon Mills Co. (Dividend $2.80 p. a.)		Common Stock	32	—
General Mills, Inc.	6	Cum. Pfd. Stock.	89	6.74
General Mills, Inc. (Div. $3 per annum.)		Common Stock	52	—
Hershey Chocolate Corp. Convertible	4	Pfd. Stock	85	4.71
Mohawk Carpet Mills, Inc. (Div $2.50 p.a.)		Common Stock	38¼	—
Pennsylvaina-Dixie Cement Corp	7	Cum. Pfd. Stock.	33	—
Willys Overland Co.	7	Cum. Pfd. Stock	78	8.97
General Motors Corp. (New)		Common Stock	42¾	—
Andes Copper Mining Co.		Common Stock	38¾	—
United States Steel Corp.		Common Stock	168	—
Standard Oil Co. of New Jersey		Common Stock	62¾	—
Standard Oil Co. of New York		Common Stock	33¼	—
Pennsylvania Railroad Company		Common Stock	83¼	—
United Aircraft & Transport Corp. (p. v. $50)	6	Pfd. Stock	62½	9.60
United Aircraft & Transport Corp.		Common Stock	45⅞	—
American I. G. Chemical Corr. Conv. Debs.	5½	May 1, 1949	101	5.42
Beaux-Arts Apartments, Inc. $6 1st Pfd. Stk. &		Common Stock	97	per unit
General Electric Company		Common Stock	213½	—

NOTE: The above quotations are received by Cable, and whilst believed to be correct, are not guaranteed.

Shanghai Exchange for Week Ending Wednesday, 20th November, 1929

Silver:—On the 14th inst the week commenced with rates of 22 1/16d. for spot an 22 3/4d. for 2 months delivery, and with but 1/16d. alteration forward remained the sam until the 19th inst., when an advance to 22 1/16d. and 22 7/8d. took place. To-day a furth rise follows to 22 1/8d. and 23d. respectively.

The undertone of Silver is still easy, especially in view of India not buying in Londo but consuming Indian silver. Local strength has been caused by a group of leading go dealers selling heavily, some to acquire an oversold go d position, others to square the overbought position. The situation locally has been further influenced by Dalny merchan selling for their requirements against Manchurian Bean-trade.

Exchange:—The official rate for T/T on London has remained at 2/2 1/2d. this week On the 14th inst. a slightly firmer tone developed than had been ruling for th previoue week, and we opened at 2/2 7/8d. for T/T on London, and G. $54 5/8 on Ne York. Sellers of Gold Bars drove the price down from 433.30 to 430.80. Rumours serious hostilities taking place were rife. Next day, however, the market became easier 1/16d. and 1/8d. lower respectively. On the 16th the Yen cross rate came in 3/8 up at 48 with the Yen quoted at 89 3/4. Persistent selling by Chinese speculators has since prevail raising rates yesterday considerably, viz. 2/3 1/4d. for T/T on London and G. $55 1/4 New York, the Gold Bar dropping from 428.40 to 423.60 at one time To-day reaction has taken place, and we quote for merchants at closing:—T/T on Londo 2/3 1/16d., G. Dollars on New York 55 and Yen 89.

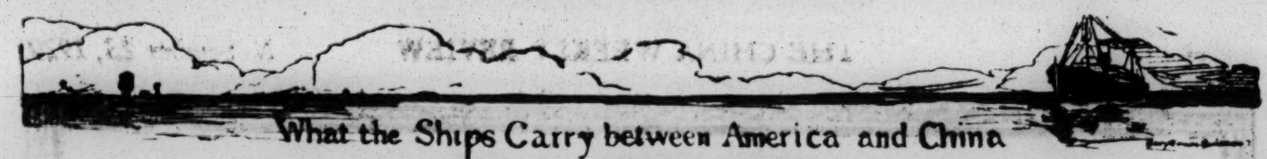
Our stocks of silver are reported as follows:—

Sycee and Bar Silver..... Tls. 90,190,000 an increase of Tls 429,00
Chinese and Mexican Dollars ..... $ 134,980,000 a decrease of $ 1,450,00
Estimated value Tls. 187,375,000 as against Tls. 124,466,000 held at this time last year.

	Average rates for Oct.	Thursday November 14th	Friday November 15th	Saturday November 16th	Monday November 18th	Tuesday November 19th	Wed. Novemb 20th
Bank's selling rates		opening closing	opening closing	opening closing	opening closing	opening closing	openin closing
T/T on London	2/2.567	2/2 1/2	2/2 1/2	2/2 1/2	2/2 1/2	2/2 1/2	2/2 1/
D/Dfts ,,	—	2/2 9/16	2/2 9/16	2/2 9/16	2/2 9/16	2/2 9/16	2/2 9/
4 m/s ,,	—	2/2 11/16	2/2 11/16	2/2 11/16	2/2 11/16	2/2 11/16	2/2 11/
T/T India	148.586	148¼	148¼	148¼	148¼	148¼	148¼
T/T France	1,372.692	1370	1370	1370	1370	1370	1370
T/T On N.Y. Demand	53.851	53¾	53¾	53¾	53¾	53¾	53¾
T/T Hamburg R. M.		53⅞	53⅞	53⅞	53⅞	53⅞	53⅞
T/T H'kong	81.048	225	225	225	225	225	225
T/T Japan	88.755	80½nom.	80½nom.	81nom.	81nom.	81nom.	80¼ no
T/T Batavia	133.836	90⅛	90⅛	90⅞	90⅞	90⅞	90⅞
T/T Straits	105 490	133½	133½	133½	133½	133½	133½
Bk's buying rates		105¼	105¼	105¼	105¼	105¼	105
4 m/s B/L. Cred. D/A	2/4.317	2/4¼	2/4¼	2/4¼	2/4¼	2/4¼	2/4
4 m/s ,, D/P							
6 m/s ,, B/L Cred D/A	—	2/4⅜	2/4⅜	2/4⅜	2/4⅜	2/4⅜	2/4
4 m/s B/F Cred D/A or D/P	2/4.630	2/4 9/16	2/4 9/16	2/4 9/16	2/4 9/16	2/4 9/16	2/4
4 m/s N.Y.Lc.	57.067	1455	1455	1455	1455	1455	145
4 m/s ,, Doc	—	57¼	57¼	57¼	57¼	57¼	57¼
		57¾	57¾	57¾	57¾	57¾	57¾

†Based on Daily Official quotation, higher rate taken on rising Market, lower when falling	Nov. 14th	Nov. 15th	Nov. 16th	Nov. 18th	Nov. 19th	Nov.
Bullion.						
*London Price of Bar Silver per oz. (English Standard 925 touch) Pence	22 1/16	22 1/16	22 1/16	22 1/16	22 1/16	22
**New York Price of Bar Silver per oz. (Pure)	G.$ 49 3/8	G.$ 49 3/8	G.$ 49 3/8	G.$ 49 1/2	G.$ 49 3/8	G.$.
Shanghai Price of Gold Bars (weight Tls. 10 (Chauping) 978 touch)	Tls. 432.00	Tls. 433.10	Tls. 430.20	Tls. 427.60	Tls. 424.60	Tl 426
Shanghai Silver Bars (weight Tls. 100 (Canton) 999 touch)	110.00	110.00	110.00	110.00	110.00	11
Shanghai Mexican Dollars per $100	72.3375	72.325	72.3375	72.2875	72.20	72.
Native Bank Rate of Interest (Call money)	3½%	3%	3%	3½%	3%	3%
*Closing Price in London for Previous day						
**Closing Price in New York for Previous day						

Bank of England rate of discount	6 %	London on Paris	T/T 123.
Bank of France rate of discount	3½%	New York on London	T/T 4.87
London open Market of Dis. 3 m/s	5 5/16%	Bombay on London	T/T 1/5
,, 4 ,,	5 5/16%	Hongkong on London	T/T 1/9
,, 6 ,,	5 5/16%	Kobe on London	T/T 2/0



What the Ships Carry between America and China

Return of the Shanghai Customs

Pls.—1 Picul or 133 1/3 pounds; Bls.—Bales; Pcs.—Pieces, Mille—thousands; Hk. Tls.—Haikwan Tls.; Nov. Customs Rate Tls. 1.61 equal Gold $1

GOLDEN DRAGON, Sept. 18.
(Agents: States S.S. Co)
From U. S. of America.

Gasolene, in Case	Galls.	72,000
Oil, Kerosene, in Case	,,	722,500
Oil, Lubricating, Mineral	,,	9,078

MISHIMA MARU, Sept. 30.
(Agents: Nippon Yusen Kaisha.)
From U. S. of America

Motor-cars	Pcs.	15
Cotton Yarn, Mercerised	Pls.	4

PRESIDENT ADAMS, Oct. 1.
(Agents: Robert Dollar Co.)
From U. S. of America.

Cotton Flannel, Yarn-dyed	Pcs.	186
Motor-cars	,,	9
Motor-truck Chassis	,,	10
Rubber Tires	,,	147
Cotton Thread	Pls.	6
Iron Chains	,,	37
Steel Washers	,,	156
Zinc Plates, Ungalvanized	,,	59
Canned Asparagus	,,	82
Canned Awabi	,,	45
Canned Fruits	,,	49
Grease, Mineral	,,	311
Indigo Paste, Artificial: 20 per cent. strength	,,	1,971
Leather, Calf	,,	10
Leather, Patent	,,	9
Macaroni	,,	80
Milk, Evaporated	,,	51
Oranges	,,	687
Paperboard	,,	399
Paper, Writing	,,	17
Raisins	,,	1,086
Dyes, Aniline Pkgs. 749	Hk. Tls.	30,841
Infants' Food	,,	5,087
Machinery	,,	81,919
Motor-cars Accessories	,,	30,768
Treasure: Silver Bars	,,	1,182,575

PRESIDENT HARRISON, October 17.
(Agents: Robert Dollar Co.)
From U. S. of America.

Cotton, Embroidery	Pls.	18
Aluminium Sheets	,,	86
Brass Screws	,,	3
Steel Pipes	,,	533
Steel Sheets	,,	172
Wire Netting	,,	40
Canned Asparagus	,,	23
Canned Awabi	,,	115
Canned Fruits	,,	43
Barley, Pearl	,,	23
Borax	,,	84
Cement	,,	465
Fruits, Dried	,,	5
Grapes, Fresh	,,	99
Indigo Paste, Artificial: 20 per cent. reduced	,,	1,846
Ink, Printing	,,	18
Leather, Cow, Patent	,,	8
Leather, Calf, Coloured	,,	2
Leather, Sole	,,	50
Macaroni	,,	10
Margarine	,,	3
Oranges, Fresh	,,	423
Paper, Blotting	,,	8
Paper, Glascine	,,	173
Paper, Writing	,,	115
Paper, Unclassed	,,	44
Raisins Dried	,,	1,880
Shrimps, Dried	,,	23
Soda, Bicarbonate of	,,	378
Sugar, White	,,	73
Sugar, Cube	,,	5
Sulphur Black	,,	1,600
Wax Paraffin	,,	420
Clocks	Pcs.	90
Machines, Knitting	,,	43
Motor-cars	,,	3
Motor-truck Chassis	,,	13
Oilcloth	,,	300
Typewriters	,,	12
Watches	,,	90
Canned Goods, Unclassed	Doz.	137
Coffee, in Tins	,,	54
Fruits Preserved	,,	18
Hats	,,	13
Hosiery	,,	30
Underwear	,,	26
Shoes, Leather	Pairs	47
Glass, Window, Coloured	Boxes	13
Oil, Lubricating, Mineral	Galls.	2,522
Paints: Enamels	,,	36
Unclassed	,,	271
Rum, for Cigarette-making	,,	9,605
Dyes, Aniline Pkgs. 612	Hk. Tls.	28,236
Infants' Foods	,,	3,319
Machinery, and Parts of	,,	62,963
Motor-cars, Parts of	,,	9,519
Treasure: Silver Bars	,,	1,294,823

From Japan.

Artificial Silk and Wool Piece Goods	Yds.	818
Cotton Blankets	Pls.	7
Cotton Turkish Towels	,,	6
Motor-cars	Pcs.	5
Gloves, Woolen	Doz.	60
Mirrors	,,	36

BRONXVILLE, October 21.
(Agents: O. Thoresen & Co.)
From U. S. of America.

Laths	Mille	561
Oil, Lubricating, Mineral	Galls.	43,935

Latest New York Stock Exchange Quotations

Market Firm — November 20. — Business Done 2,718,010 Shares

1929 High	1929 Low	STOCKS	Monday Nov. 18	Tues. Nov. 19
56½	18	Alleghany Corporation	22	23½
354¼	198	Allied Chemical & Dye	241	241
110	24⅜	Allied Power & Light	34	39¼
184½	86	American Can	102	109⅞
31¾	22	American Comm'w'lth Power "A"	22¾	24
144⅝	64	American Rolling Mill	75⅛	76½
138	62⅞	American Smelting	73½	76
310¼	193¾	American Tel. & Tel.	216	220⅞
235	100	American Tobacco "B"	187	193¼
199	51¾	American Waterworks	62	70
140	70½	Anaconda Copper	80½	84½
77⅞	34	Atlantic Refining	40⅜	41
145⅛	105	Baltimore & Ohio	114	117⅜
140¾	79¼	Bethlehem Steel	85⅞	87¾
61⅞	25	Calumet & Hecla	37	37½
265⅞	190¼	Canadian Pacific Railway	199⅞	202⅞
92	42⅛	Chesapeake Corporation	54	56¾
108½	75	Chicago Northwestern	83¼	86
135	27	Chrysler	32½	33½
140	53½	Columbia Gas & Electric	63¼	65⅞
88¾	17¾	Columbia Gramaphone	21	23
183¼	80½	Consolidated Gas of N. Y.	92⅞	95¾
47⅛	18	Continental Oil	22¾	23¼
122⅞	75⅜	Corn Products	86	88¾
82¼	21⅝	Coty, Inc	28½	28⅞
30⅛	8⅛	Curtiss Wright, Common	9½	9⅛
69¼	25	Davison Chemical	30	30
126⅛	70½	Drug, Incorporated	75	75
20½	7	Dry Docks	7⅛	7
231	90	DuPont de Nemours	105½	109¼
264¼	153	Eastman Kodak	170¼	173
189	51¼	Electric Bond & Share	64⅛	73½
93½	42¼	Erie Railway	49	52⅜
403	173	General Electric	191½	201
81¼	40	General Food	48	48⅛
91¼	36⅛	General Motors	41½	43¼
126½	70	General Railway Signal	80	82¾
82	32¾	Gold Dust	40¼	42
105¾	42	Goodrich Rubber	47½	45
154½	63	Goodyear Tire & Rubber	65⅞	67¼
102⅞	43	Granby Consolidated	53½	55¼
122¼	86½	Great Northern Certificate	92	92½
82⅜	28½	Haygart	33	32
102¾	50	International Cement	50⅜	54
103½	11¼	International Combustion	11¼	11
142	65⅞	International Harvester	74	80
72¾	26	International Nickel (Com)	29¼	30⅜
68⅜	40	International Printers Ink	50	49
14¾	5	International Products (Com)	Unq	5
149¼	53½	International Tel. & Tel.	67½	71⅜
242¾	93½	Johns Manville	111	117
104⅞	50½	Kennecott Copper	64	66
157¼	83	Lambert Co.	93	98½
102¼	65	Lehigh Valley	69½	69
105¾	81⅛	Liggett & Myers, "B"	87	90¾
114¾	58¾	Mack Trucks	70	70½
24	12	Madison Square Garden	13	12⅛
101⅜	46	Missouri Pacific (Com)	61	64⅞
156⅞	49⅞	Montgomery Ward	54¾	57⅞
62⅞	25	Nevada Consolidated Copper	32⅜	32¾
256½	160	New York Central	168½	172⅞
118⅞	75⅛	Northern Pacific Railway	87¾	89¾
146½	58⅛	Pacific Lighting	65½	68
32½	13½	Packard Motor Car	15¾	16⅛
75	40	Paramount Famous Lasky	49¼	50
110	72½	Pennsylvania Railway	83⅛	83⅜
30	16	Pennroad Corporation	16⅝	16⅝
47	26½	Phillips Petroleum	30⅛	30¼
114¾	28¾	Radio Corporation	31¾	35½
58½	32	Raybestos	32	38½
147¾	108½	Reading Railway	111⅜	114
66	41½	Reynolds Tobacco, "B"	41½	43½
143½	97	Rock Island Railway	111	112
181	81⅜	Sears Roebuck	89⅛	93
31¾	20	Shell Union	23	24
188	60	Simmons Co.	73	75⅞
93¼	47	Southern California Edison	52⅜	54
157½	106	Southern Pacific Railway	119¾	119½
245¼	73½	Standard Gas & Electric	89	95½
83	48	Standard Oil of New Jersey	59¼	60½
48⅛	32	Standard Oil of New York	34⅞	35⅜
71⅞	50½	Texas Corporation	54	54
85¼	42⅞	Texas Gulf Sulphur	53½	55
132⅝	61¼	Timken Roller Bearing	Unq	75
67⅜	32	Trans America	42¾	43¼
140	60¼	Union Carbide & Carbon	73	Unq
297⅝	200	Union Pacific Railway	213	215
162	31⅛	United Aircraft & Transport	42⅞	43½
243⅝	97	U. S. Industrial Alcohol	122	124¾
61⅞	15	U. S. Leather "A"	18	19
119½	52⅞	U. S. Realty & Improvement	63	63½
261⅛	151½	United States Steel	160	166½
133¾	88	Vacuum Oil	95⅝	94½
116½	40	Vanadium	48¼	53
42⅞	16	Warner-Quinlan (Com)	40¼	41¾
292⅝	105	Westinghouse E. & M. (Com)	121½	125
		Call Money	5¼	5%
		Associated Gas	46	46

Swan Culbertson & Fritz
Investment Securities—Local & Foreign
Safe Deposit Facilities
New York stock quotations received daily
Sassoon House Telephones 11200 (4 lines)

"Remington"

TYPEWRITERS-

AGENTS THROUGHOUT CHINA

Chinese Government Railways

Peiping-Hankow Line

"The Road Through the Heart of China"

Time Table

In effect Feb. 20, 1929

From Peiping to Hankow

Station / Train	Peiping	Shihkiachuan	Chengchow	Hsiaokanhsien	Hankow
* No. 1	d.18.00	a. 2.16 d. 2.56	a.17.15 d.17.35	d.11.49	a.14.20
* No. 11	d. 9.55	a.19.27 d.20.07	a.13.26 d.13.46	a.12.18 d.12.23	a.16.05
* No. 3			d.13.15	a. 7.18 d. 7.21	a. 9.50
No. 9	d. 9.40	a.18.21 d.19.01	a.10.50		
No. 23	d. 5.40	a 21.44			
No. 25		d. 3.45	a. 5.05		
No. 27			d.10.06	a.20.07 d.20.37	a. 2.33
No. 75				d.13.00	a.17.05

From Hankow to Peiping

Station / Train	Hankow	Hsiaokanhsien	Chengchow	Shihkiachuan	Peiping
* No. 2	d.18.00	d.20.39	a.14.28 d.14.48	a. 5.05 d. 5.45	a.13.50
* No. 12	d.10.50	a 14.51 d.14.56	a.13.13 d.13.33	a. 7.32 d. 8.12	a.17.30
* No. 4	d.13.30	a 16.01 d.16.03	a.10.05		
No. 10			d.17.41	a. 9.33 d.10.13	a.18.35
No. 28	d. 1.00	a. 7.00 d. 7.20	a.17.34		
No. 26	..		d.22.34	a. 2.15	
No. 24				d. 7.40	a.20.06
No. 74	d. 7.45	a.11.39			

REMARKS: *With First, Second and Third Class Dining Cars.

Telegraphic Address "KINCO" Code A. B. C. 5th Edition. For further information, address Hankow Line, Managing Director, Peiping-Hankow.

Lung-Hai and Pien-Lo Lines

In Operation: From Tapu (Haichow) to Lingpao: 825 Kilometers

In Construction: From Lingpao to Sianfu: 225 Kilometers

"The Great Overland Route in China"

This Line will soon become the most important Railway in China, connecting as it will, the remote provinces of Kansu, Shensi and Honan with the sea and passing through the ancient and famous capitals of Lanchow, Sian, Loyang and Kaifeng.

There are many points of historical interest to visit along the line, the best known being Lung-Men with its gigantic display of carved stone Buddhas, dating back from the introduction of Buddhism into China, some 2000 years ago.

The Lunghai and Pienlo Lines are connected at Hsuchow with the Tientsin-Pukow Railway and at Chengchow with the Peking-Hankow Railway.

An "Express" train runs thrice a week between Hsuchow and Chengchow leaving Hsuchow Monday, Wednesday and Friday, and leaving Chengchow Tuesday, Thursday and Saturday. This train is provided with 1st and 2nd class cars, sleeping and dining accommodations.

For further particulars, intending passengers are requested to apply to the Shanghai Office, Lunghai Railway Administration, at the Chung-Foo Bank Building, 25 Jinkee Road, Shanghai

中華郵政特准掛號認爲新聞紙類

Registered at the Chinese Post Office as a newspaper for transmission with special marks privileges in China.

CHEVROLET IS A PRODUCT OF GENERAL MOTORS

GENERAL MOTORS

GENERAL MOTORS assures high quality through modern engineering and progressive design...

GENERAL MOTORS, the world's largest manufacturer of motor cars, believes in building not only a good car, but a better car. General Motors believes this can only be accomplished through sound, progressive engineering. In order to do this General Motors has brought together a staff of engineers whose joy lies in accomplishment and whose ambition is to contribute something new to modern motoring. The influence of these men is felt throughout the world and here in China the latest products of their laboratories and workshops may be had, so that the people of China have the very finest in automotive products in this new age of motor transportation. Investigate what General Motors has to offer before you buy.

CHEVROLET

GENERAL MOTORS

CHEVROLET · OLDSMOBILE · PONTIAC · BUICK · CADILLAC · GMC TRUCK

GENERAL MOTORS